

SPECIAL ISSUE

AUTO EXPRESS

32 EXTRA PAGES | NO. 1,870 | £4.99

BABY FIAT PANDINA

SCOOP City car favourite says NO to electric

EXCLUSIVE
IMAGES



ALSO INSIDE

NEW JAGUAR

GT caught in the cold

9-SEAT VW

Transporter puts
SUVs in the shade

NEW EV4

First pics of Kia's
hi-tech hatch

19 Feb-18 Mar **Special Issue**



www.autoexpress.co.uk



TESTED BABY PETROL SUVs

New Suzuki Vitara and Mazda CX-30 go head-to-head

MEGATEST HOW DISTRACTING IS YOUR CAR'S TOUCHSCREEN?



IN-CAR TECH SPECIAL 40-PAGE GUIDE

- We name best and worst tech
- How your car is spying on you
- Plus top apps



FLAT OUT IN BMW'S NEXT M3

Four electric motors, 1341bhp and 18,000Nm!



70mai



The Next-Gen 360° Dash Cam

Elevate your driving safety and clarity to unprecedented levels with the **70mai Dash Cam 4K Omni**. Engineered for precision and reliability, this dash cam offers 360° rotating coverage and stunning 4K UHD resolution. Capture every detail and stay vigilant with 4G remote parking surveillance. Smart motion detection and intuitive voice control make the 70mai Dash Cam 4K Omni the smartest choice for those who demand nothing but the best in vehicle security and surveillance technology. Drive smart, stay safe, and never miss a moment with 70mai.



Ready to redefine your drive?
Scan the QR code to learn more:



AUTO EXPRESS THIS ISSUE

NEWSWEEK

- Fiat Pandina** 6
Baby Panda to revive city car market
- Future BMWs** 10
Flat out in next M3, plus 5 Series spied
- Jaguar GT** 14
Luxury EV caught testing
- KIA EV4** 15
Mid-size electric hatch revealed
- ZEV consultation** 16
Car makers demand help to sell EVs

NEW CARS

- VW Transporter Shuttle** 18
Nine-seater leaves SUVs in the shade
- Leapmotor T03** 22
On the road in plug-in city car
- Audi A6 Avant e-tron** 24
Estate version of new A6 tested
- Hyundai Ioniq 5 N Line** 26
Electric Hyundai gets sporty trim

TECH SPECIAL

- Our team's top tech** 28
Favourite features revealed
- Touchscreen test** 32
Screening the best from the worst
- Top 20 apps** 58
Must-have downloads for drivers
- Tech security** 62
What does your car know about you?
- Future tech** 66
The next big things in car tech

ROAD TESTS

- Suzuki vs Mazda** 68
Vitara vs CX-30 in small SUV battle
- Our cars: BMW 5 Series** 82
PHEV Touring still divides opinion
- Our cars: VW ID.Buzz** 84
A sad farewell for our yellow fun bus

PRODUCTS

- Hot kit** 89
Hand pump for Autoglym Polar Foam
- New products** 91
Servicing app and 5-in-1 jump pack
- Mini test** 93
Leather cleaners compared
- Product test** 94
Seven hose reels reviewed

CONTENTS

NEW EXCLUSIVE IMAGES



6

FIAT PANDINA

Baby version of funky new five-door Fiat is on the way, and it's a hybrid

BMW'S FUTURE

10

On track in 1,341bhp monster, and next 5 Series spotted

18

VW SHUTTLE

Passenger version of German firm's seventh-generation Transporter tested



68

ROAD TEST

Suzuki Vitara squares up to Mazda CX-30 in our small SUV stand-off



28

TECH SPECIAL

Our special report brings you up to date on the very latest automotive technology

ULTIMATE GUIDE TO IN-CAR TECH

MUST DOWNLOAD
OUR TOP 20 APPS
REVEALED

40-PAGE
SECTION

THE FUTURE
WHAT'S COMING
WHEN AND WHY

TECH
SUPER TEST
10 TOP IN-CAR
SYSTEMS
RATED

TECH
SECURITY
WHAT DOES
YOUR CAR
KNOW?



LEAPMOTOR T03

22

Stellantis-backed Chinese electric city car put through its paces



BUYING CARS

- Advice** 97
Take your time searching
- Driver Power** 98
Owners' views on C3 Aircross
- Buyer's guide** 100
BMW 2 Series Gran Coupé
- 10 best estates** 102
Our test team's top 10 wagons

REGULARS

RUTHERFORD

114

Our columnist calls the 2030 ban on internal combustion engines into question

NEW CAR PRICES

106

All the details you need to know before you head to the showroom

SUBSCRIPTIONS

86

How to get Auto Express delivered to direct to your door and save money



Buy tyres online with local fitting



**Best online tyre
retailer 2024**

10th consecutive win
from Auto Express



**165,000+
reviews**

Rated Excellent on Trustpilot



**Tyre
Guarantee**

On all tyre brands



2,200+

UK fitting centres

Enter your reg number today to discover
the **best tyres**, and **offers**, for **your car**.

 **blackcircles.com**
click & fit[®] tyres



Scan to
search
for tyres



AUTO EXPRESS

CONTACT US

email: firstname.lastname@autoexpress.co.uk
 Social: [facebook.com/autoexpress](https://www.facebook.com/autoexpress) [@AutoExpress](https://twitter.com/AutoExpress)
 Subscriptions: 0330 3339491

Director of content and publishing: Sarah Perks

Editor: Paul Barker

Editor-at-large: Phil McNamara

Deputy Editor: Richard Ingram

News, reviews and tests

Chief reviewer: Alex Ingram
 Senior test editor: Dean Gibson
 Executive editor: Paul Adam
 Senior staff writer: Jordan Katsianis
 Senior news reporter: Alastair Crooks
 News reporter: Ellis Hyde
 Chief columnist: Mike Rutherford

Consumer

Current affairs editor: Chris Rosamond
 Consumer reporter: Tom Jervis

Products

Products editor: Tom Barnard

Digital

Head of digital content: Steve Walker
 Web producer: Pete Baiden
 Online reviews editor: Max Adams
 Senior content editor: Shane Wilkinson
 Content editor: Ryan Birch
 Carbuyer managing editor: Andy Goodwin
 Carbuyer content editors: Charlie Harvey, Tom Gumbrell
 DrivingElectric content editor: George Armitage

Design, pictures and production

Creative director: Darren Wilson
 Deputy art editor: George Vedmore
 Picture editor: Dawn Grant
 Senior photographer: Pete Gibson
 Chief sub-editor: Andy Pringle
 Sub-editor: Paul Alton
 Production design manager: Dave Kinnard

Film team Head of film: Jack Scotton

Special contributors

Vicki Butler-Henderson, Sam Naylor, Steve Sutcliffe,
 Andreas Conrad, Euan Doig, Sarah Bradley, Rob
 Keenan, Otis Clay, Craig Cheetham

Advertising, promotions and publishing

Strategic partnerships managers:
 Pierre Clements, Miles Taylor
 Senior operations lead: Kerry Lambird
 Senior production manager: Dan Stark
 Head of subscriptions marketing & customer
 experience: Hannah Charlton
 Director of audience growth: Amrit Baidwan

Carwow Studio Limited

Directors: John Veichmanis, David Santoro

Subscription prices

UK: £145.00 Europe: £240.00 ROW: £260.00

Content syndication sales

Our content is available for syndication.
 E-mail licensing@carwow.co.uk



Auto Express is published weekly by Carwow Studio Limited.
 Registered in England and Wales no. 13018565. Registered address:
 2nd Floor, Verde Building, 10 Bressenden Place, London, SW1E 5DH.
 VAT number GB 364 5579 62. Carwow Studio Limited is part of the
 Carwow Group, owned by Carwow Ltd.
 Neither the whole of this publication nor any part of it may be
 reproduced, stored in a retrieval system or transmitted in any form or
 by any means without permission of the publishers. Registered as a
 newspaper at the Post Office. Pictures submitted in Auto Express are
 sent at owner's risk. While every care is taken, neither Auto Express
 nor its agents accept any liability for loss or damage.

Copyright Carwow Studio Limited 2025. All rights reserved.
 Auto Express is a registered trade mark.

Printed by Walstead Roche, Victoria Business Park,
 Roche, Victoria, Saint Austell PL26 8LX
 Distribution: Marketforce (UK) Ltd, 121-141 Westbourne Terrace,
 London W2 6QA. Tel: 0330 390 6464, hello@marketforce.co.uk

AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds
 where cars are driven to the limit and performance tested. Auto
 Express also assesses the cars over many miles of mixed public
 roads before delivering its Road Test Verdict.

Auto Express is part of the
 Auto Bild Group network of magazines



THIS WEEK



THE world of in-car tech is moving as fast as any digital development at the moment, so in this issue we're looking at some different strands to see how they're affecting drivers.

The most obvious one is the replacement of control buttons with touchscreens in an attempt to reproduce the smartphone experience. There are various reasons why this works for brands: cleaner cabins, reduced cost, less heavy wiring running across the car and ever-increasing requirements for more features all make sense.

But are touchscreens serving the driver, or actually making for a less pleasant experience? We took 10 cars with different touchscreen tech (see page 32), and thoroughly assessed how easy they are to use on the move – within the confines of a test track, of course – in the hands of a trio of testers who have different levels of familiarity with how such systems work.

Obviously, you'd ideally not use a touchscreen at all while you're driving, but as more elements are loaded onto screens at the expense of physical buttons, drivers are increasingly finding adjustments to the likes of climate control, audio, maps and other things buried in infotainment menus. Everyone knows it's dangerous and illegal to use a phone on the move, yet there are no rules regarding touchscreens. And not all displays are equal. As our testing uncovered, 10 cars with different systems prompted very contrasting responses from our judges, with some easier to navigate from behind the wheel than others.

There's an argument that familiarity helps when trying to find functions, and there are hacks such as Renault's handy shortcut button to disengage some driver aids, but only if the driver knows about them. Step off a flight into a hire car at Heathrow and you'll be on the M25, while trying to shut Radio 1 up, demist the windscreen and turn off the heated seats. So these features need to be usable from the off; behind the wheel isn't the place for complicated screen swiping.

Talking of tech, Auto Express now has a WhatsApp channel, which is another way for you to keep up to date with all our latest news, reviews, opinions and deals content, plus our soon to be relaunched YouTube channel. Sign up from the Updates button in WhatsApp, and be one of the first to get our stories. But not while you're driving!



"WE TOOK 10 CARS WITH DIFFERENT TOUCHSCREEN TECH, AND THOROUGHLY ASSESSED HOW EASY THEY ARE TO USE ON THE MOVE – WITHIN THE CONFINES OF A TEST TRACK"

PAUL BARKER

Paul.Barker@autoexpress.co.uk

EDITOR'S VIEW

Visit [autoexpress.co.uk](https://www.autoexpress.co.uk) for all the latest new car news





10 TESTED FUTURE OF BMW M

The lowdown on next generation



14 SPIED JAGUAR GT

Tantalising clues for firm's future



16 INVESTIGATION ZEV MANDATE

Consultation comes to an end

TOP STORY Fiat Pandina

SCOOP NEW

CONFIRMED All-new 'mini-Panda' will reintroduce a budget city car to the Italian brand's line-up, with focus on hybrid engines



Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

AEX FIAT isn't giving up on the city car class, with the brand's bosses revealing to Auto Express that it will build a new baby Panda – or Pandina, as it's known internally. It will join the Grande Panda and its larger siblings we teased last year, and will come with a hybrid powertrain to satisfy European markets.

Fiat's CEO Olivier François told Auto Express: "We will do an A-segment Panda, maybe not this year, or next, but after that." The news came during the launch of the Grande Panda, a new generation of B-segment models for the brand. The 'Grande' moniker also hints that a smaller sub-four-metre version that's closer to the mould of the original Panda is on the cards.

The A-segment Pandina will be 3.6 metres long. That's around 30cm shorter than the Grande Panda, which will rule out it being based on the same underpinnings as most of Fiat's future models.

François told us: "The Smart Car platform was perfect for Fiat, but I can't go any smaller than four metres, which is Grande Panda." The platform is Fiat owner Stellantis's own, and nothing to do with the Smart brand.

Instead, Fiat will use a modified version of the platform that's currently found beneath the all-electric 500e. This contentious architecture was designed and engineered specifically for the new 500, but was created by Fiat in something of an engineering silo before the merger with Group PSA to form Stellantis. This has made the platform largely incompatible with other Stellantis platforms, limiting

its potential usage, which until now has been restricted to the 500.

Compounding this issue were the relatively flat sales of the new 500e. And with the old petrol 500 out of production due to emissions regulations, a decision was made to retro-fit a new, small hybrid petrol powertrain to the 500e platform, dubbed Ibrida (Italian for hybrid).

The previous 500 Hybrid was initially introduced back in 2007 and shared its underpinnings with the even older second-generation Panda that appeared in 2003.

François was thrilled by the prospect of the new 500 Ibrida, telling us: "Customers will get a beautiful, new, modern 500 with the new Ibrida. We needed to replace the old 500. You can only keep putting lipstick on a pig for so long, so we're excited about bringing this new 500 to a much wider audience."

But maybe its greatest significance will be facilitating the creation of the Pandina. By choosing to build the 500 Ibrida, Fiat has also brought a new five-door city car back into consideration, which would help to pay off the investment on the platform across three models, rather than just the one.

We already have a good idea of what powertrain to expect in the Pandina as a result, with both it and the 500 Ibrida set to feature the well used 1.2-litre three-cylinder petrol engine with a small hybrid unit and standard-fit dual-clutch automatic transmission. This set-up is also found in the hybrid variants of the Grande Panda and its Smart Platform cousins, and in those models it produces around 100bhp – a figure we expect to be replicated in the forthcoming Pandina.

But Fiat is very clear about all the pitfalls of building a modern city car, with significant challenges as the

**AEX EXCLUSIVE
IMAG**

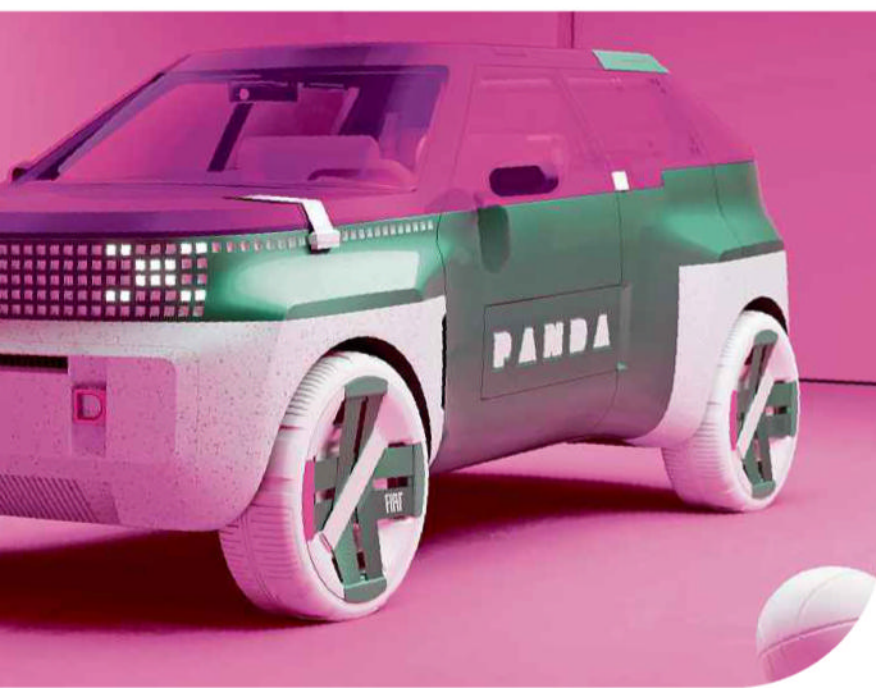


Avarvari



NEW FIAT PANDINA

USIVE
ES



DESIGN

The new Pandina will find its design basis in the new Grande Panda (left), which itself was inspired by a whole family of Fiat Panda concept cars (far left) revealed in 2023

OLIVIER FRANCOIS Fiat CEO

"A-SEGMENT CARS IN ITALY ARE A MUST, BUT ALL CARS HAVE TO BE GLOBAL, WHICH MAKES IT A BIT OF A CHALLENGE"

'RESPONSIBILITY'

Fiat CEO Olivier François has pushed through the Pandina project, citing that it's Fiat's responsibility to keep an A-segment model on sale for the European market, even if it doesn't have the global appeal of the Grande Panda



OLIVIER FRANÇOIS Fiat CEO



"IN ORDER TO MAKE MONEY WE WILL HAVE TO SELL HUGE NUMBERS, BUT I AM CONFIDENT THAT WE WILL DO THAT"

market continues to evolve. François said: "A-segment cars in Italy are a must, but all cars have to be global and there's just not that much of a market for cars of this size elsewhere, which makes it a challenge."

In order to make the sums work, the Pandina will be designed to be simple and cost-effective at its very core. While the new model is not aesthetically driven by the Centoventi concept of 2019, François told us, "It will have the same philosophy as the Centoventi. It needs to be simple, innovative. What can we leave out? What do we actually need inside? This will help keep the costs down."

This ethos will be paired with the same playful, thoughtful design language Fiat has created under the leadership of François Leboine. But given that the smaller Pandina is on the 500e platform, there will be limitations to the proportions.

Where the Grande Panda's relatively wide stance was a bonus derived from being the smallest Stellantis model on that platform, the Pandina will be narrower. As our

exclusive images show, the new Pandina will be boxier and more upright, in order to fit both rows of doors within the 3.6-metre length.

Uncoloured plastic trim and mouldings will be used to deal with the bumps and scrapes that are common in tight European cities, while also reducing the amount of painted surfaces. Robust steel wheels will almost certainly be used on entry-level models, with higher-spec alloys also small, and not likely to exceed 17 inches in size.

Fiat's 'pixel' elements and use of clever debossed badging will likely feature, plus the Pandina is also expected to offer the bright colours, recycled materials and clever little design details that make the Grande Panda such a charismatic car. Fiat knows it's onto something with its new design language, so it is inevitable that it will build on what makes the larger models work so well.

While there's little chance of a Pandina 4x4 featuring on the product plan due to engineering constraints, the new cars could still showcase

some of the rugged styling cues that such a model might feature.

There's also not much appetite to create a tiny hot version of the Pandina in the mould of the previous Panda 100HP, according to Fiat. This tiny warm hatch gathered a passionate customer base, but despite having the Abarth brand to market a hot Pandina under, the newcomer will remain firmly focused on usability and accessibility – even though it's understood that Abarth has already whipped up a few explorative sketches for Fiat's executive team.

The new Pandina will join the upcoming Volkswagen ID.1 and Renault Twingo in the next generation of compact, clever and efficient A-segment models. The key difference is that at least initially, the Pandina will also offer that hybrid powertrain, bringing costs down compared with its all-electric rivals and offering a choice to customers who aren't yet able or willing to switch.

However, the fact that it shares its core underpinnings with the all-

ORIGINS

Last Panda started life in 2011 so a refresh was overdue



"THE KEY DIFFERENCE IS THAT, AT LEAST INITIALLY, THE PANDINA WILL OFFER A HYBRID POWERTRAIN, UNLIKE ITS ELECTRIC RIVALS"

Insight: where did all the small cars go?

OPINION The segment is dwindling, but why are city models now so rare?

AEX IT'S widely accepted that producing city cars is tough business. In order to keep the price for consumers low, models have to be built simply and cheaply. Even then, the margins are wafer thin, which means that cost per unit is critical – so expensive features have to be kept to a minimum.

But it's 2025, which means that all cars, and those in Europe especially, have tough emissions and safety regulations to comply with. And how do you meet these? Through technology – which is expensive. That's far from ideal in the quest to keep a lid on costs for both manufacturer and customer.

This explains why so many brands have vacated the city car class. Ford, Vauxhall, Citroen, Peugeot and Nissan have gone already.

Renault and the Volkswagen Group, meanwhile, intend to re-enter the market with all-electric models like a new Twingo and the ID. One concepts, but they won't be offering combustion or hybrid variants.

So who's left? Beyond Fiat, there are a few firms that remain in place. Toyota's one of them, and despite once having a joint venture with Peugeot and Citroen to make the Aygo, it's now on its own with the chunkier Aygo X.

Kia and Hyundai still enjoy reasonable success with the Picanto and i10, which together make up the majority of new car sales in the segment. And while there are mounting challenges on the horizon, such as Euro 7 emissions regulations and the UK and EU's on-off 2030 combustion engine ban, the Koreans look likely to stick around.

Regardless of if or when a ban on pure ICE cars comes into effect, Kia and Hyundai will continue to sell a petrol-powered city car until the moment they aren't allowed to do so. When this happens, they'll be ready with hybrid tech and a pure EV option – ensuring there's still a city car class of some kind.

“MANY MANUFACTURERS HAVE VACATED THE CITY CAR CLASS – FORD, VAUXHALL, CITROEN, PEUGEOT AND NISSAN HAVE GONE ALREADY”



HYUNDAI i10

THE smallest model in Hyundai's range has long been a symbol of accessible motoring from the Korean brand. It raised expectations of city cars with its safety and tech



KIA PICANTO

KIA'S smallest car will be sold with a petrol engine for as long as it's allowed. When it needs to move across to hybrid, or eventually full EV powertrains, it can do



TOYOTA AYGO X

LESS certain is the future of the Aygo X, which has taken a step up in terms of size and price. With no partner to spread the cost, a future Aygo X might be tricky



Ava Varri

electric 500e will mean that if markets warm back up to EVs, or legislation forces Fiat into it, the Pandina will be ready and waiting to accept a BEV powertrain with relatively little effort or expense.

Regardless of powertrain, the A-segment is still a difficult place to make a profit, and François was blunt in saying: “In order to make money, we'll need to sell huge numbers, but I'm confident that we will do that.”



Ellis Hyde

Ellis.Hyde@autoexpress.co.uk



THIS is the BMW Vision Driving Experience: a rolling laboratory built solely, we've been told, to push the limits of the manufacturer's next-generation electric car platform and software. However, the only thing most people are going to see when they look at the gloriously maniacal saloon is a new M3.

And we can't blame them really, because the Vision Driving Experience (or VDX as we're going to call it from now on) is based on BMW's Vision Neue Klasse concept that was revealed in 2023, and previews the design of the all-new 3 Series coming next year, plus the next M3 that's due to arrive in 2027.

We also noticed that the VDX's flared wheelarches, aggressive front bumper with its speed hump-annihilating splitter, sizeable bootlid spoiler and illuminated kidney grilles are elements that featured in our exclusive image of the iconic sports saloon's next iteration (see Page 12).

The VDX even uses an all-electric, quad-motor powertrain, which we've known for some time will be available in the next M3 and have been told can deliver up to 1,341bhp – the equivalent of one megawatt of power. However, the M3 probably won't have that much on tap, and it almost certainly won't generate the same earth-shattering 18,000Nm of torque as the mad machine you see here.

Among the features that definitely don't have any production relevance – although we'd love to be proven wrong – are the five impellers the VDX uses to create more than 1,200kg of downforce, sucking the car into the tarmac before it

moves an inch, producing a category-five racket – a noise as loud as a hurricane – as they do so.

You're sure to have noticed the coloured LED strips in the wheels, which glow green when the car is accelerating, blue when it's recuperating energy, and orange if the friction brakes are being used. This is to let engineers know what the drivetrain is doing as the VDX flies past on a test track, so are not for production either – although they would certainly turn heads in the office car park.

Although our imagination is running wild, it's clear BMW's attention has been focused on using the VDX as a test rig for its latest EV technology – specifically, the innovative new 'Heart of Joy' control unit and its Dynamic Performance Control software. This will serve as the mastermind/superbrain for every pure-electric model in the brand's upcoming Neue Klasse generation, which begins with the new iX3 launching later this year.

The name Heart of Joy doesn't quite convey its importance, because this little box of electronic wizardry controls the powertrain and driving dynamics, meaning it's responsible for managing acceleration, braking, steering, vehicle stabilisation and charging. All within a single unit that processes information 10 times faster and with minimal delay, compared with existing systems that rely on multiple separate control units.

Of course, in the VDX, the Heart of Joy has to juggle all that, plus hypercar-levels of power and those five impellers, so it'll certainly be able to handle whatever you might throw at it on your daily commute.

Christian Thalmeier, a driving development expert at BMW for more than 20 years, told us the Heart of Joy will provide customers with a new experience behind the wheel, ▶



MASTERMIND

Heart of Joy is BMW's name for the control unit and software that is the brain for the Neue Klasse EV cars



Four-motor m

REVEALED Bonkers rolling laboratory huge power, and provides a tantalising



CHRISTIAN THALMEIER BMW driving development expert

"IT'S OBVIOUS IF YOU WANT TO GO FROM 0-60 BETTER TO USE MORE THAN TWO ELECTRIC ENGS TWO, THEY HAVE TO BE BIGGER, SO IT'S EASIER



FIRST RIDE



CIRCUIT TRAINING

Our track ride alongside BMW M Sport works driver Jens Klingmann gave us a taste of what the VDX can do

Monster hints at next BMW M3

uses four electric motors to produce preview of future super-saloon



**MPH IN 1.8 SECONDS, THEN IT'S
INES, BECAUSE IF YOU ONLY HAVE
TO HAVE FOUR SMALLER ONES"**



Thrilling ride in wild saloon points to a thrilling future

REX DESPITE our attempts to persuade BMW, we were not allowed to drive the Vision Driving Experience when we saw it for the first time in the US late last year. But BMW M Motorsport works driver Jens Klingmann took us out for a few short laps on the test track at the firm's Performance Centre in Spartanburg, South Carolina.

The first thing we spot inside is that it has BMW's Panoramic iDrive cockpit design that will be used in the upcoming Neue Klasse models, including the unconventional four-spoke steering wheel and huge, oddly shaped – but incredibly sharp – touchscreen.

The most impressive element is the pillar-to-pillar instrument display stretching across the base of the dash. It's so clear, thanks to high contrast levels, that everyone inside can read it.

We start in Comfort mode, before Klingmann launches the VDX and the whining chorus of the four electric motors begins. Approaching the first corners, we start to understand what our driver was telling us about the supremely smooth braking.

The VDX remains impossibly flat as Klingmann effortlessly flows it through bends. Then, as we pick up more speed, the car gets into its stride and we glide out of the long sweeping turns on the track.

Switching to Drift mode deactivates the traction control, increases the power output and makes throttle response almost instantaneous, which Klingmann demonstrates by planting his foot on the pedal when exiting corners, pushing us back into our seat.

"It's very easy to get some wheelspin," he says before skilfully drifting the VDX around the bends, then giving the tyres

a Viking send-off by performing an enormous four-wheel burnout along the main straight – which causes the cabin to quickly fill with tyre smoke, because we may or may not have bumped the window switch...

Klingmann briefly toggles to Track mode to activate the impellers, but we can't feel their full effect because the VDX is running without the side skirts needed to generate maximum downforce. But it still gives us another chance to hear them working, although the noise isn't nearly as deafening while the car is moving as it was in the workshop where they were first fired up.

It's only once we're back in the garage, and our heart rate has returned to a resting pace, that Klingmann says the VDX was producing around two-thirds of the power it's capable of, and that he only drove it for the first time a few days prior. This comes as something of a surprise.

"I'm still learning, but we already have a connection, like we're friends," he says. "As a driver, I want to push it further. Let's put it on a slick tyre, and see what it can do, especially because there's still so much potential to be extracted."

If we had any concerns about the all-electric version of the next BMW M3, they've been largely put to rest by the thrilling, tyre-slaying Vision Driving Experience and the possibilities unlocked by the manufacturer's new Heart of Joy control system.

**"THE VDX REMAINS
IMPOSSIBLY FLAT AS IT
EFFORTLESSLY FLOWS
THROUGH BENDS"**

whether they're parking, cruising on a motorway or belting down their favourite country roads.

Benefits for drivers begin with incredibly smooth stopping, which Thalmeier claims is so polished that most passengers won't be able to feel the car coming to a standstill.

BMW has achieved this by only using the electric motors and regenerative braking to slow the cars down. The exceptions are when going 90mph or faster, or if an emergency stop is required, when the brake discs are engaged. That means day-to-day you also won't hear any squeaking noises from having to use the physical brakes.

By enhancing the regen braking capabilities, the future generation of Neue Klasse models will recuperate 60 per cent more energy when in rear-drive form, and 40 per cent more for all-wheel-drive versions, compared with existing EVs. That in turn helps improve efficiency by 25 per cent, and provides extra range.

Thalmeier confirmed that Neue Klasse cars will be programmed with BMW's signature rear-drive bias, which will be good news to fans of the German brand. The manufacturer has also worked to make Neue Klasse models feel more precise and consistent through corners, we're told, and to deliver better stability.

We'll judge for ourselves in time, but it helps that the Heart of Joy is expandable, so it can also manage a drivetrain featuring a limited-slip differential and rear-axle steering – both of which we suspect will make an appearance on the next M3.

Finally, while BMW's existing architecture for electric cars can support two e-motors at most, the Heart of Joy has unlocked the possibility of tri and quad-motor



THE LOWDOWN

BMW driving development expert Christian Thalmeier talks our man through the VDX test car

ACCURATE

Our exclusive image of the next M3 captured many elements that have appeared on the VDX

powertrains. The very simple benefit, Thalmeier explained, is “the more engines, the more power”.

He added: “It's obvious if you want to go from 0-60mph in 1.8 seconds, then it's better to use more than two electric engines, because if you only have two, they have to be bigger, so it's easier to have four smaller ones.”

Having four e-motors, as with the VDX or Rimac Nevera, allows for torque vectoring by adjusting each motor's speed for even greater agility. And of course, the calculations for all that are handled by the Heart of Joy.



Avanari



BMW M Sport works driver Jens Klingmann took us out for a spin in the VDX



REX SPIED

EVALUATION

Our spies caught the revamped BMW M5 testing in the snow in Germany



BMW 5 Series to get Neue Klasse-style design update

FIRST SIGHT Design overhaul on the horizon for saloon, spied in M5 guise for the first time



Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

REX THE Mk8 BMW 5 Series is less than two years old, but it's already being tweaked for a mid-life update and we've caught it testing. While the model pictured is the M5, we're confident most of the changes will apply to the regular 5 Series, the Touring estate and the all-electric i5.

Since the current G60-generation 5 Series (G90 for the M5) went on sale in 2023, BMW has been teasing its Neue Klasse series, which will kick off later this year with a production

version of the Vision Neue Klasse X concept – in essence a replacement for an iX3. The Neue Klasse Sedan will follow in 2026, which will launch the first all-electric 3 Series.

Both these cars will use BMW's Neue Klasse platform, and while the current 5 Series will remain on its existing CLAR architecture, the spy shots show it will have the same styling at least as its Neue Klasse siblings.

Fresh competition for the 5 Series has arrived in the executive market recently, with Mercedes launching a new E-Class, while Audi's all-electric A6 e-tron will soon be joined by a regular, non-EV A6 model.

The big change for the M5, and by proxy the 5 Series and i5, will be

at the front. We can clearly see the Neue Klasse's take on BMW's iconic kidney grilles, with a much slimmer set that will be flanked by a fresh headlight design. As with the existing 5 Series and M5, the car's grille will be blanked off to maintain its aerodynamic qualities. Beneath that, we can see the air intakes will be reshaped, thanks to a new front bumper.

The new car looks set to keep the current M5's aggressive wheelarches and bodykit, but the carbon-fibre roof indent has disappeared. At the back is the typical quad-exhaust tip arrangement you'd expect from any BMW M car. The rear lights will likely gain a new design signature to align with the Neue Klasse models, but the

actual shape of the clusters should remain the same.

The interior could be set for a sizeable makeover as well. BMW is ready to roll out its new Panoramic iDrive infotainment, which will see the loss of the firm's rotary controller and add a huge, full-width 'Panoramic Vision' display on top of the dash, with a 17.9-inch central touchscreen in the middle. We wouldn't be at all surprised to see this set-up in the updated 5 Series, M5 and i5.

Today's M5 has a combined 717bhp and 1,000Nm of torque from its twin-turbo 4.4-litre V8 and plug-in hybrid system, with power being sent to all four wheels. But we're unlikely to see any major changes to this powertrain.



Automedia



Quad-tip exhausts and slimmer kidney grilles can clearly be seen on test car

SPIED New four-door Jaguar GT spotted out in the open



Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

REX THE most anticipated new car of 2025 has been spotted cold-weather testing, revealing more of its hidden design secrets before a debut in full later this year.

Unlike the highly curated pictures of a prototype released by Jaguar last year, these shots provide a clear insight into the new as-yet-unnamed GT's wild proportions. Although the car is wearing camouflage, its sheer width is immediately apparent.

Other elements, such as the exposed upper half of the doors, reveal an extremely sharp shoulder and flush handles that sit below small windows in frameless glass. The nose is still relatively well hidden, with the car on test still using makeshift headlights, but it is clear the long bonnet will sit low over the wheels for a sleek silhouette.

The most interesting new angle, though, is the rear. Unlike the Type 00 Concept which was revealed in Miami in December, there's a defined bootlid rather than a pure fastback. A heavy disguise above the windows hides the car's true roofline, but there looks to be a rear-facing camera, which is likely to connect to a digital rear-view mirror. It's still unknown whether the GT will do away with a rear screen, like the Polestar 4.

One element we do expect to be carried across from the Type 00 Concept is the use of two horizontal rear light bars, which are just about visible through the camouflage.

Jaguar will reveal the £130,000 four-door GT later this year and customer deliveries will kick off in late 2026. It will be the first car on the new Jaguar Electric Architecture platform that will underpin the initial trio of "modern luxury" models planned.

Jaguar is pledging a 430-mile range and ultra-fast charging, with

REPORT Heavy camouflage can't disguise £130,000 car's proportions



PROTOTYPE

GT is wide but also sleek in profile. The production car may lack a rear screen

Automedia



ADRIAN MARDELL Chief executive

"THIS IS THE TIME TO DO SOMETHING SPECIAL. JAGUAR HAS ALWAYS HAD EXUBERANCE"

the company's managing director Rawdon Glover describing the car's technology as "game-changing". Glover said: "We will move from range anxiety to charging anxiety, but this car will be able to add 200 miles of charge in 15 minutes."

According to Jaguar, the need to completely shift the brand into a much more expensive arena is an

obvious one: "The past decade has seen Jaguar pursue a mass-volume strategy, and the cars have not been distinctive enough," said JLR chief executive Adrian Mardell. "This is the time to do something special; exuberance is something Jaguar has always been seen to have. The same excitement as the E-Type – this is a clean-sheet approach to a reimagined brand."

"I've never been more confident in Jaguar in the past 25 years, in what Jaguar needs to be, the client base it needs to seek and what it needs in order to be successful," he continued. "EV is only part of the shift. We will be luxurious and sell in lower volumes at a higher price point."

HONDA



Brands will still collaborate on EVs

Honda and Nissan terminate joint venture strategy

HONDA and Nissan have agreed to terminate a Memorandum of Understanding (MOU) regarding a merger that would have seen the firms become the third-largest automotive company in the world.

The proposed deal, which also included Mitsubishi Motors, has fallen apart – although Honda and Nissan both said in statements there will still be a “strategic partnership aimed at the era of intelligence and electrified vehicles”.

Both firms cited the same reasons for the merger failing to materialise, stating: “Various options were considered regarding the structure of the business integration. Honda proposed changing the structure from establishing a joint holding company to a structure where it would be the parent organisation and Nissan the subsidiary through a share exchange.”

However, an agreeable solution could not be reached with both companies needing to prioritise “speed of decision-making and execution of management measures in an increasingly volatile market environment heading into the era of electrification”.

It remains to be seen if the “strategic partnership”, with EVs at its forefront, will give Honda and Nissan the tools to compete with a booming Chinese car market and slower than anticipated demand for battery-powered vehicles.

Globally the two companies sold 3.7 million and 3.4 million vehicles respectively in 2023 – making them the second and third-largest automotive companies in Japan.



OPTIONS

Saloon and hatchback models will be offered, but latter is expected to be more popular in UK

First chance to see Kia's bold new EV4



Richard Ingram

Richard.Ingram@autoexpress.co.uk



THE covers are off the all-new Kia EV4 – and a little earlier than expected. Ahead of the brand's ‘EV Day’ later this month, we've been treated to an early peek at the firm's all-new family car.

The interior remains under wraps for now, but the exterior shows how closely Kia's designers have stayed true to the EV4 concept from 2023. The front is all but indistinguishable, with identical headlamp clusters, plus a similar clamshell-style bonnet.

Kia says the EV4 is designed to “enhance the appeal” of the maker's EV range, “targeting a broad demographic”. It joins the recently launched EV3, as well as the larger EV6 and EV9. The mid-size EV5 SUV is also expected to go on sale in the UK later this year.

To the sides, the EV4's darkened A, B and C-pillars are carried over from the concept, with the D-pillar altered only slightly for the saloon-bodied production car. The rear is

just as striking, with an almost coupé-like roofline and large rear screen sloping to the edge of the bootlid, where they meet a small spoiler and creased tailgate. The front DRLs are replicated at the back, which features tall tail-lights with a distinctive signature.

Alongside the sleek saloon, Kia presented an EV4 hatchback – expected to be the more popular

model in Europe and the UK. This version gets a similar front-end treatment, with the noticeable differences appearing rearward of the B-pillar – where the roofline stays tall for a more traditional look.

More information, including powertrain and battery tech, as well as interior images and details, will be revealed at Kia's EV Day 2025 in Spain on 27 February.

Peugeot pair offer 4WD

THE Peugeot E-5008 and E-3008 SUVs will soon be available with a new dual-motor powertrain that delivers 321bhp and all-wheel drive.

The Dual Motor 325 set-up consists of a 250bhp electric motor on the front axle, plus a 110bhp e-motor for the rear wheels. It should be able to propel the E-5008 and E-3008 from 0-62mph in around eight seconds, although figures haven't been confirmed yet.

The same goes for range, but we expect the Dual Motor 325 set-up to get the same 73kWh

battery as the base E-5008 and E-3008, so it should provide a range of around 300 miles.

The E-5008, which until now has been offered only with seven seats, is also set to offer a five-seat layout. An added benefit of this is that five-seat models will boast an enormous 994 litres of boot capacity.



REPORT Car makers seek more support as ZEV D-day looms



Chris Rosamond

Chris.Rosamond@autoexpress.co.uk



CONSULTATION has ended for Labour's review of the Zero Emissions Vehicle Mandate, placing the ball firmly back in the Government's court as car manufacturers continue to protest against the UK's regime of EV sales targets and penalties.

"In current market conditions, the cost of compliance under the scheme is unsustainable," a spokesperson for Ford told Auto Express. "We need Government-backed incentives to boost consumer uptake for electric vehicles – without demand, the Mandate simply doesn't work. We also need greater flexibility to be able to meet targets, including pooling van and car schemes, and including hybrid vehicles beyond 2026."

Ford is also urging the Government to pause the penalty regime for 2025 until the issues are sorted – currently car makers face big fines if they don't meet a 28 per cent EV target this year.

Stellantis, owner of multiple brands including Peugeot, Citroen and Vauxhall, is also seeking change. Group managing director Eurig Druce told Auto Express: "We remain in constructive discussion with the Government on how the market can be further stimulated to drive demand, especially with retail customers, and how tweaks to the regulation can support achieving compliance. For us, it is important that demand is tackled and we find and implement proposals at speed."

The British Vehicle Rental and Leasing Association (BVRLA) represents fleet operators, and is forthright about a need for urgent change. "Just over a month into 2025 and media headlines are shouting 'ZEV Mandate mission accomplished' and 'Used EV demand continues to soar,'" said BVRLA chief exec Toby Poston. "These headlines are in

EV market is 'Jenga tower ready to collapse' as consultation concludes



VICKY READ CEO ChargeUK

"ANY CHANGE IN THE DEMAND SIGNAL THAT THE ZEV MANDATE HAS PROVIDED WILL IMPACT INVESTOR CONFIDENCE, LEADING TO A SLOWDOWN IN ROLLOUT, HIGHER PRICES AND

A MORE CHALLENGING ENVIRONMENT IN WHICH TO SELL EVS. THE GOVERNMENT SHOULD STICK TO SUPPORTING AND STIMULATING SALES FOR EVS"

desperate need of some context. ZEV Mandate targets were achieved through massive discounting and ploughing vehicles into fleet channels, Motability and dealer pre-registrations.

"The new ZEV market is increasingly imbalanced and the lack of comparable retail demand has turned it into a Jenga tower that will topple if anyone fiddles with the Benefit-in-Kind brick," he added, with big company-car tax discounts driving demand in the fleet sector.

Poston claims demand for used EVs is increasing, but not sufficiently

to absorb a "tidal wave" of ex-fleet cars. The result is used market growth subsidised by "massive depreciation putting huge inflationary pressure on lease costs".

But Government ministers must weigh the pleas of the car industry against the views of environmentalists and EV infrastructure providers. They are calling for a full throttle approach to electrification, and no mixed signals, which might deter investors.

Vicky Read, CEO of infrastructure trade body ChargeUK, told Auto

Used electric car sales grow as prices fall

SALES of used electric models have grown by over 50 per cent, with industry officials highlighting a "strong appetite" for EVs, but warning it won't continue without Government-backed incentives. Figures from the UK's Society of Motor Manufacturers and Traders (SMMT) show that over the course of last year, more than 188,000 used EVs were bought and sold – a 57.4 per cent increase. As a result, they now make up around 2.5 per cent of all used car sales.

SMMT Chief Executive, Mike Hawes, said: "Record sales of [used] EVs demonstrate a strong appetite at lower price points."

He added: "Ongoing growth means maintaining that affordability, which requires meaningful fiscal incentives to stimulate consumer demand".

Express: "Our response to the consultation is straightforward – we need to maintain and build on the conditions that have led to [an] exponential [growth in] charge point deployment and record EV sales. Any change in the demand signal that the ZEV Mandate has provided will impact investor confidence, leading to a slowdown in rollout, higher prices and a more challenging [sales] environment.

"Instead, the Government should stick to the existing Mandate and focus on further supporting and stimulating sales for EVs."



GRAND PLANS 2021 concept hinted at potential luxury replacement for A8 limo

Ultra-premium flagships to move Audi further upmarket

NEW AUDI is plotting a move into even more prestige territories, with replacements for the A8 limo and Q7/Q8 SUVs aimed at ultra-luxury buyers.

The Grandsphere concept revealed back in 2021 hinted at a future high-end successor to the A8, with the potential for a larger and more luxurious SUV as well, previewed by 2022's Urbansphere concept. And the firm is now laying the groundwork to be perceived as even more upmarket and expensive.

"We are making a step upwards in terms of premiumness, increasing the prestige, desirability and perception of the brand," Audi's new UK boss Jose Miguel Aparicio told Auto Express.

He claimed new products in the larger sectors, including the new A6 plus the Q6 e-tron and Q5 SUVs, shift the customer base. "We are significantly increasing the centre of gravity in terms of price because we are more present [in these sectors]; the number of

customers in C and D segments we want to approach is increasing," he said. "That means a significant increase in price, and to do it successfully we need to create this brand attraction and desire. The essence for this is product innovation, but we also have to offer a premium customer experience."

According to Aparicio, there is space below Bentley in the VW Group family for Audi to shift upwards without encroaching on its luxury sibling.

The shift to EVs has given brands a fresh chance to change how they are viewed, which is an opportunity and a threat, he said.

"A new era is starting, so we cannot assume that those ones that were premium in the past will also be the winners for the future," he said. "It's important to ensure that we have the value in the product range, that we have the customer experience that really grants us this premiumness."

And cheaper model set to join Q4 range

THE Q4 e-tron is Audi's best-selling EV, and now there's a new base variant that aims to extend the appeal of the firm's entry-level electric car.

The Q4 e-tron 40 is likely to arrive by summer, and while specifications are yet to be revealed, the German version uses a 63kWh battery. This means a 263-mile range, compared with 342 miles in the 45 Sport, which has an 82kWh battery.

The 40 variant is powered by a 201bhp electric motor on the rear axle which, in

RANGE Smaller battery than 45 means 263 miles between charges

Germany, propels the Q4 e-tron from 0-62mph in 8.1 seconds and on to a top speed of 99mph – 1.4 seconds and 13mph off the 45 respectively.

Pricing of the Q4 e-tron 40 in Germany starts at 46,150 Euros (roughly £38,500), which would make it far cheaper than the current entry-level Q4 e-tron in the UK, which is priced at £50,440.



NEWS



Styling is inspired by the eighties and nineties club scene

Rolls breaks with tradition for most powerful car ever

THE latest Rolls-Royce is something of a sea change. Not only is the Spectre Black Badge the most powerful Rolls-Royce ever, its styling and details also diverge from the conservative values that typically define the brand's cars.

The dual-motor powertrain develops 649bhp and a huge 1,075Nm of torque. Rolls claims 0-62mph in 4.1 seconds and a range of up to 329 miles, and the chassis has been tweaked to suit the Black Badge's sportier character. But this is only half the story, because Rolls has also given this edition a look inspired by the club scene of the eighties and nineties.

This includes a purple-tinged plate behind the illuminated grille, contrasting against the black finish on the usually chrome brightwork, plus a new Vapour Purple paint and a brand-new set of 23-inch alloy wheels. Many of the interior trim elements are made of a new three-dimensional carbon weave, and there are more customisation options.

Deliveries of the Black Badge have already started, and the car's base price is around £350,000.

Leapmotor model line-up to triple in size by 2027

STELLANTIS-backed Leapmotor will launch a total of six cars in the UK before the end of 2027, including an MG4-rivalling family hatch and a pair of new SUVs. Leapmotor International's UK brand director, Damien Dally, told us that the T03 electric city car (see Page 22) and C10 SUV will be the two bookends, with no bigger or smaller models due.

Following the T03 and C10, which will arrive in the coming weeks, will be the B10 (below), a rival for models such as the BYD Atto 3, Volkswagen ID.4 and forthcoming Skoda Elroq. It's set to go on sale towards the end of this year.

In 2026, the B10 will be joined by a family hatchback to

take on the MG4 EV, plus a smaller hatch with its sights set on the BYD Dolphin.

The last Leapmotor to arrive will be a small SUV, probably called A10 and a rival for BYD's Atto 2, the Vauxhall Mokka and Citroen e-C3.



FIRST FOR DRIVES



22 LEAPMOTOR T03

We test UK's 'best-value' EV



24 AUDI A6 e-TRON AVANT

New load-lugger charges in



26 HYUNDAI IONIQ 5 N LINE

Updated EV gets sporty look



"Not only is the Shuttle good to drive, it's also more refined than you'd imagine, especially as an EV"



Volkswagen Transporter Shuttle

ESSENTIALS

Volkswagen Transporter e-Shuttle LWB

Price: £50,000 (est) **On sale:** Now

Powertrain: 64kWh battery, 1x e-motor

Power/torque: 282bhp/415Nm

Transmission: Single-speed automatic, rear-wheel drive

0-62/top speed: 7.4 seconds/N/A

Range: 200 miles (est)

Max charging: 125kW (10-80% in 39 mins)

Size (L/W/H): 5,450/2,032/1,978mm

FIRST DRIVE Transit-based Volkswagen MPV comes with a choice of diesel or electric power, and can seat up to nine



**Andy
Goodwin**

Andrew.Goodwin@carwow.co.uk



IF you're looking for a serious amount of space – the kind that even a car-based MPV can't provide – then you should skip straight past the usual candidates and three-row SUVs, and seriously consider a van-based people carrier. It's the most cost-effective way of bagging a vehicle that can carry up to nine people – plus all their stuff – and do it with surprising levels of comfort and tech.

Vans such as the Volkswagen Transporter and Ford Transit Custom, and their Shuttle and Tourneo MPV-based offspring, have come a long way in the past decade. You'll see phrases such as 'car-like handling' bandied around, and it's not hard to see why after a day behind the wheel. Not only is the Shuttle good to drive, it's also more refined than you'd imagine.

Along with being far posher than van-based MPVs of old, there's also been a major push towards electrification. As a result, the Shuttle (and the Transporter it's based on) is powered by a choice of three diesel engines or three electric motors (badged e-Shuttle, as driven here). A plug-in hybrid (PHEV) is arriving early next year.

With a choice of front, rear or all-wheel drive and manual or automatic transmissions (partly dictated by which powertrain you opt for), Volkswagen wants to cater to every buyer or fleet operator's requirements. If you don't need



nine seats, there's also a Kombi version with rear seats ahead of the load compartment, plus high-roof vans and even a dropside and Transporter double-cab pick-up, although VW hasn't confirmed which is UK-bound just yet.

The Shuttle is part of VW's wide range of MPVs, which starts with the five-seat Caddy and branches out to the Multivan and all-electric ID. Buzz. Measuring 5,050mm long, even the short-wheelbase Shuttle is a huge MPV. Yet it has an 11.9m turning circle that's just one metre larger than a Golf's – keeping it manoeuvrable around town and at the airport terminal. Rivals include the aforementioned Ford Tourneo Custom, as well as the Citroen Spacetourer, Vauxhall Vivaro Life and Mercedes V-Class.

The space inside the e-Shuttle is its main draw, with VW Commercial Vehicles' VP for sales and marketing, Lars Krause, telling Auto Express: "The Multivan is fully focused on private customers, while the Shuttle is really tailored to

DRIVING

The VW handles surprisingly well, despite its van-based underpinnings

PRACTICALITY

Sliding doors provide access to the second and third row of seats



FIRST DRIVE VW Transporter Shuttle

the commercial class.” There’s the option of eight or nine seats, and even sitting in the third row of the long-wheelbase version, an average-sized adult’s knees will be nowhere near the seats in front. There’s still more room in the middle row, and access to the back seats is via sliding doors and seats that fold and tip. There are deep cup-holders for every outside seat, plus lots of places to charge mobile devices, while the driver’s seat has a 230-volt socket mounted in its base.

The vast tailgate doesn’t require too much effort to open or close, but will need plenty of space behind the vehicle to allow it to lift up. There’s a noticeably low loading height to make slotting in heavy suitcases a breeze, and even with all the seats in place, the boot is huge, measuring 696 litres, or 1,211 litres in the long-wheelbase version.

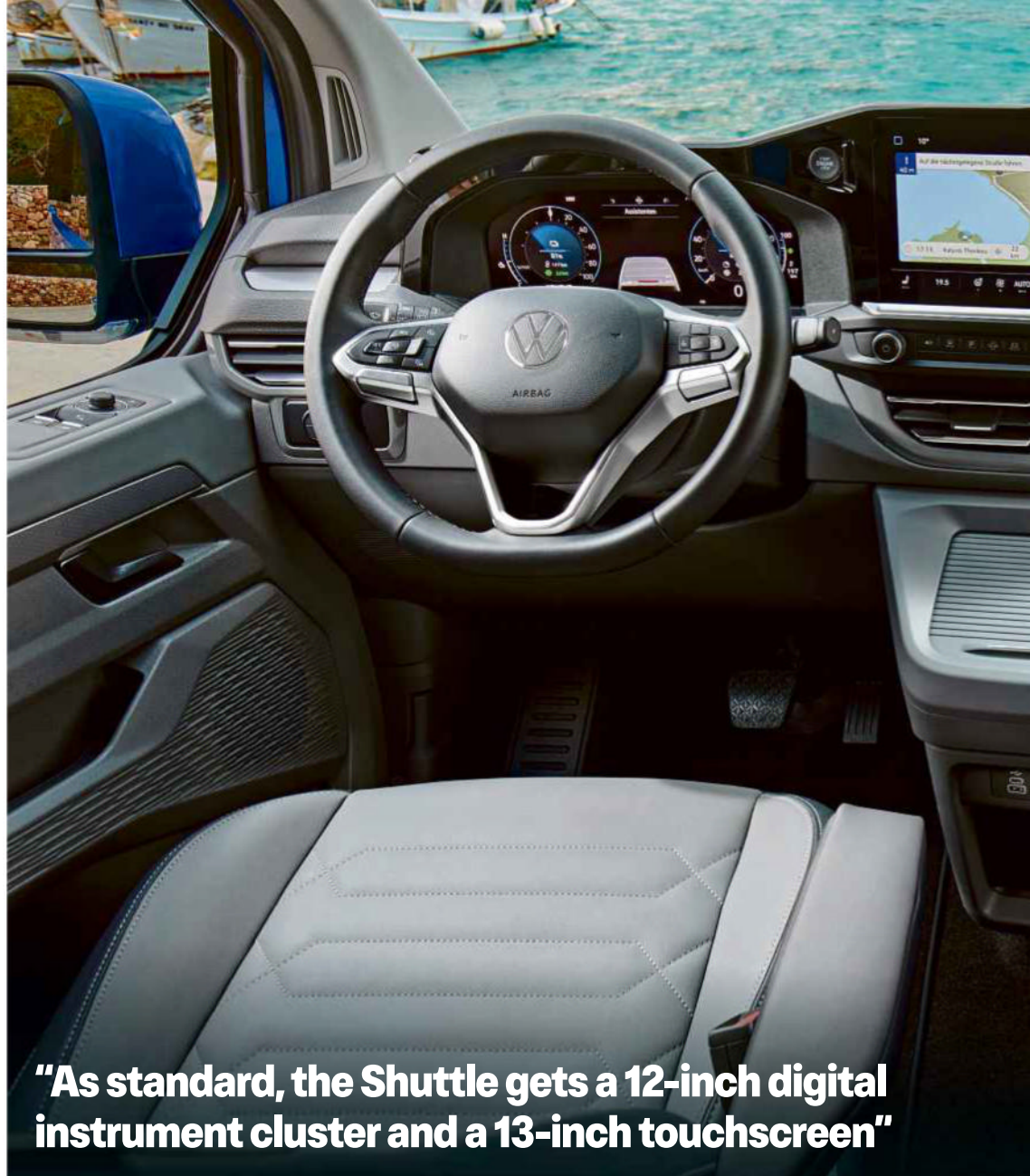
As standard, the Shuttle gets a 12-inch digital instrument cluster and a 13-inch touchscreen, with Volkswagen’s infotainment software, Apple CarPlay, Android Auto and over-the-air updates. It works well enough, but we’re not big fans of the touchscreen’s climate controls, which are fiddlier to use than the physical knobs in the old T6.1 van.

We get three trims in the UK – base, Life and Style – with air-conditioning and a 10-speaker stereo as standard on all. Life adds body-coloured exterior bumpers, armrests, additional charging ports and 16-inch alloy wheels, while Style brings chrome trim, adaptive headlights, LED rear lights, privacy glass, 17-inch wheels, three-zone climate control and leather-effect seats.

With a 64kWh battery, the e-Shuttle can manage just over 200 miles from a full charge. When you need to top-up, it can take 11kW from a wallbox, or up to 125kW from a rapid charger, meaning a 10 to 80 per cent charge in 39 minutes. Those are similar stats to the closely related Ford, while the Citroen e-Spacetourer and Peugeot E-Traveller get a bigger 75kWh battery for a range of up to 217 miles. That’s not quite the end of the story, though, because Krause told us that a smaller ‘Urban’ battery is in development for the VW, and a long-range version is also possible if there’s demand.

Other powertrain options are 109bhp, 148bhp and 168bhp TDI 2.0-litre diesels, with a six-speed manual gearbox in the entry-level version; an eight-speed automatic is optional with the middle power output and standard in the range-topper, which can also come with four-wheel drive. While economy figures haven’t been released for the Shuttle yet, in the near-identical Transporter these return between 34-401mpg, with CO₂ emissions of 181-222g/km. The PHEV arriving in 2026 will get a 2.5-litre petrol engine, an electric motor and a small battery pack, giving owners an electric-only range of around 30 miles.

Behind the wheel of the e-Shuttle, the first thing that strikes you is its impressive refinement. There’s just a faint hum from the electric motor ahead of the bulkhead and very little road noise, with the most noticeable disturbance as you gain speed being some buffeting from the big door mirrors –



“As standard, the Shuttle gets a 12-inch digital instrument cluster and a 13-inch touchscreen”

although we were driving along a breezy coastal road. There’s almost none of the play in the steering you’d expect from a van-based MPV, just a nicely positive response and only a small amount of body lean along the mountainous road we tackled.

The 282bhp/415Nm electric motor that’s set to arrive in the UK alongside 134bhp and 215bhp versions, feels sprightly off the line, but not as quick as its 7.4-second 0-62mph time suggests. The e-Shuttle isn’t exactly made for racing away from the lights, but it’s good to know that even with nine people and their luggage on board, there’s still purposeful performance on tap.

Acceleration is smooth, which suits the people-carrying brief, although the ‘B’ regenerative braking mode can lead to a nodding-dog sensation as you juggle the regen and physical braking in town, but the ‘one-pedal’ mode helps to take some strain out of driving in stop-start traffic.

Roads around Athens aren’t too much better than those in Britain, with plenty of scarred tarmac, potholes and camber, which the e-Shuttle’s compound rear axle mostly shrugged off with ease, even with just the driver aboard. If anything, the diesel rides even better and turns more sharply thanks to the lack of a heavy battery pack.

RANGE

The 64kWh battery provides a range of around 200 miles, although rivals give you more





FLEXIBILITY

Access to the spacious third row is via the folding second-row seats. Boot space with all seats in place ranges from 696-1,211 litres, depending on wheelbase



POWERTRAINS

As well as EV, there's a choice of three diesel engines with manual and auto gearboxes, and a plug-in hybrid is set to arrive in early 2026



VERDICT ★★★★★

SHARED underpinnings with the Ford Transit Custom get the Transporter Shuttle off to a great start, making it a serious contender in the executive-MPV class. Offering up to nine seats and plenty of luggage space even in short-wheelbase guise, it's a seriously practical piece of kit. The e-Shuttle is also refined and smooth to drive, while the option of diesel and plug-in models means there's a version to suit everyone.



"This is a car built to a price, but there's enough to distract you from worries over quality"

Leapmotor T03

FIRST UK DRIVE First car from Stellantis-backed brand sets its sights on the Dacia Spring



Richard Ingram

Richard.Ingram@autoexpress.co.uk



'THE importance, worth or usefulness of something'. That is, apparently, the Oxford Dictionary's definition of 'value'. So while the Leapmotor T03 may not be the cheapest electric car on the market (albeit second only to the Dacia Spring) UK brand director Damien Dally, insists it is "the best-value" vehicle currently on sale.

At first glance, that's hard to argue. There is only one specification, but the equipment list is long – much longer than the Dacia's, certainly. For £15,995 (or £199 per month with £199 down) you get alloys, a panoramic roof, all-round electric windows, a rear-view camera and keyless go. Inside, there's a 10-inch touchscreen and eight-inch digital instrument cluster, air-conditioning, so-called

ESSENTIALS Leapmotor T03

Price: £15,995 **On sale:** March

Powertrain: 37kWh battery, 1x e-motor

Power/torque: 94bhp/158Nm

Transmission: Single-speed automatic, front-wheel drive

0-62/top speed: 12.7 seconds/81mph

Range: 165 miles

Max charging: 45kW, 10-80% in 36 mins

Size (L/W/H): 3,620/1,652/1,577mm



'Sporty Style' seats and a multi-function steering wheel. It even boasts 10 driver-assistance systems.

Beneath the slightly gawky-looking body, you'll find a reasonably chunky 37kWh battery, which Leapmotor says is good for 165 miles of range. That's not a fantasy, either – even on our fast-paced, largely rural test route on a cool winter's day, mileage dropped largely in line with distance driven.

DC fast charging is standard, too, with a claimed peak rate of 45kW – 15kW more than the Dacia. T03 owners are unlikely to be rapid-charging on a regular basis, but should you need to, a 30 to 80 per cent top-up takes just over half an hour.

The good news continues inside, where there's demonstrably more space to stretch out than in the Dacia. Perhaps not up front, where you will quickly make close acquaintance with your passenger – but the back offers more headroom than you might expect, and just enough kneeroom for taller adults.

The boot measures 210 litres – well down on the Dacia's – but the rear bench folds (in one piece) to

ON THE ROAD

Focus is on an easy drive rather than fun or feedback. Ride is fine for urban use, but intrusive safety systems are annoying



PRACTICALITY

Boxy body allows good view and decent space in rear, while one-piece bench folds to boost 210-litre boot



free up a bit of extra cargo capacity. This isn't a car you'll buy to lug big loads, but it's as versatile as you'd hope for something in the city-car segment.

Inevitably, this is a vehicle that's built to a price, but there's enough to distract you from any worries about perceived quality, with the crisp central screen doing plenty of heavy lifting; the interior is almost completely devoid of buttons – everything is operated through the main display.

The menus aren't the least intuitive we've used, but you'll need time to familiarise yourself with the layout. Some systems, such as the ability to switch off the over-sensitive lane-keep assist, are locked whilst driving, which seems unnecessary.

Also unnecessary are the incessant bings and bongs from the various safety systems, plus the constant nudges to the steering as you inevitably brush the white line on a country road.

Overall, though, the T03 is a decent enough car to drive. The ride can be a little bouncy due to the short wheelbase, but it's not particularly crashy and

should suit most urban uses. Refinement is okay up to the national speed limit, where the upright stance and tall glasshouse drum up a bit of wind noise – but give excellent all-round visibility.

This is an easy, if not hugely enjoyable, car to drive. Power is sufficient, providing you cycle from the default Eco drive mode into Normal or Sport, and in its strongest setting the regenerative braking system almost enables one-pedal driving. There are different modes for the steering, too, although you'd be hard pressed to tell them apart; there's an unashamed focus on ease of use here, rather than any level of precision or feedback.

But the big question for interested customers will concern the dealer network and aftersales support. The good news is that thanks to its tie-up with Stellantis, Leapmotor already has 44 UK retailers up and running, with that number set to almost double by the end of 2025. Owners will also be supported by a four-year/60,000-mile warranty – trumping the three years offered in mainland Europe.



VERDICT ★★★★★☆

LEAPMOTOR will trade on maximum value for money when cars start to arrive. With sights set firmly on Dacia, the T03 is a credible rival to the Spring, and should win fans on kit count alone. There are a few quirks to the driving experience and it looks a little ungainly, but as a first step into EV ownership (or second car in the household) there's little not to like.



ON THE ROAD

The A6 feels stable at speed and has good handling, but is less involving to drive than the BMW i5, for example



Paul Barker

Paul.Barker@autoexpress.co.uk

AEX AUDI has finally followed arch-rivals BMW and Mercedes with a flagship executive model to take on the respective i5 and EQE, the latter of which isn't available as a estate. The new A6 Avant is tested here in Performance specification – the 375bhp middle option of three A6 power choices, which span from 322bhp to 456bhp (plus the sporty 543bhp S6). It comes with a hefty 100kWh battery, plus an impressive official range figure of up to 437 miles, which compares strongly with 361 miles for the 83kWh battery in the entry-level model, and 417 miles for the quattro.

But although the long and low Avant bodystyle looks classier and better proportioned than the more coupé-shaped Sportback, anyone thinking with their head rather than their heart will struggle to justify the wagon. It costs £1,800 more, yet the boot is no bigger, and there's a notable efficiency gap.

That's because the Sportback is claimed to be the most efficient car in Audi's history, and at 4.1 miles/kWh the Avant delivers 0.3 miles per kWh less. It doesn't sound much, but it takes 26 miles off the official range on the Performance model, even if the Avant's figure is still impressive and trumps the current 359-mile range of the BMW i5 Touring.

The A6 conforms to Audi's renowned strengths and weaknesses in that it's a quiet and comfortable car to tick off the miles in, but it struggles to match

the i5 in corners. There's nothing wrong with how it handles, and body control is good, but there's a lack of feedback, weight and responsiveness with the steering that doesn't leave you feeling as involved as the BMW would.

However, the Audi is still more nimble than you'd expect over 2.7 tonnes of car to be. The Dynamic mode adds weight to the steering, but doesn't increase the feeling of connection. On the other hand, the car rides well at higher speeds and around town despite sitting on big 21-inch wheels (Sport and S Line trims get 20-inch alloys), and there's plenty of instant-response power on tap.

The thin A-pillar and plethora of cameras mean low-speed manoeuvres are easy, although the narrow rear window hinders visibility. Off-the-line acceleration is impressive for something so heavy, with the 0-62mph sprint taking 5.4 seconds in the Performance, dropping to 4.5 with the quattro. Even the entry car manages a decent 6.0-second time.

The Avant's 502-litre luggage capacity is the same as that of the Sportback, albeit in a boxier and more practical shape. It's useful enough, but the i5 Touring allows 68 litres more with the seats up. The Audi does claw back 27 litres, though, with a front trunk big enough to store charging cables.

Inside, there's a pair of huge curved screens, with the 11.9-inch dashboard and 14.5-inch MMI display dominating the cabin. It looks great and is pretty slick to use, within the confines of touchscreens being inherently less easy to use than buttons, on the move in particular, as our test this week (Page 32) confirms. Everything bar the volume control goes through the screen, but the climate and seat-heating functions are permanently accessible, and

Audi

FIRST DRIVE Electric estate ha

ESSENTIALS

Audi A6 Avant e-tron Performance Edition 1

Price: £80,200 **On sale:** Now

Powertrain: 100Wh battery, 1x e-motor

Power/torque: 375bhp/565Nm

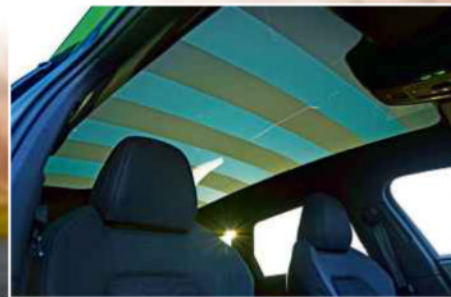
Transmission: Single-speed automatic, front-wheel drive

0-62/top speed: 5.4 seconds/130mph

Range: 437 miles

Max charging: 270kW (20-80% in 21min)

Size (L/W/H): 4,928/2,137/1,493mm



INTERIOR Panoramic roof (above) adds a sense of airiness while MMI cockpit (below) continues to set class benchmarks



A6 Avant e-tron

has a stylish cabin and is good to drive, but is neither as efficient nor as practical as you'd hope



PRACTICALITY

27-litre frunk (above) is handy for storing the charging cable. Rear legroom (above right) is compromised by low seats and high floor, but headroom is generous

there are shortcuts to the main controls. The cabin is high-class, with plenty of stowage, although the door bins are small. Rear-seat passengers don't have it as good, with tight legroom for such a big car. And with your feet flat on the floor, your legs aren't resting on the seat – not the most comfortable for longer journeys – but headroom is fine.

The A6 Avant e-tron certainly makes a case for itself thanks to its range, quality and price, which compares well with other top-end EVs. What's a surprise, though, is that there is no obvious reason to choose it ahead of its Sportback sibling.

AEX VERDICT ★★★★★

THE Avant is the better-looking of the A6 e-tron variants, but the extra cost for a car that's almost no more practical and is significantly less efficient means it's a tougher sell than it should be. It's a classy bit of kit, and stacks up well against some serious competition, but there's a nagging feeling that the Avant just doesn't make enough sense versus the sleeker, cheaper and more efficient Sportback.



**Ellis
Hyde**

Ellis.Hyde@autoexpress.co.uk

REX THE Hyundai Ioniq 5 has been a benchmark for electric family cars since it was launched in 2021, thanks to cutting-edge design and tech, a comfortable ride and a hugely spacious interior – all of which helped the oversized hatchback win the coveted title of Auto Express Car of the Year.

Of course, a lot has changed in the EV world since then, and the Ioniq 5 faces more competition than ever from both new arrivals, including the Ford Explorer and Renault Scenic, as well as heavily updated old foes such as the Tesla Model Y.

So now Hyundai has issued several upgrades for 2025, including bigger batteries that provide up to 354 miles of range, plus more standard kit, such as a heat pump, extra sound insulation to improve refinement and some very subtle styling tweaks.

Given that the Ioniq 5 remains one of the most head-turning cars on the road, we're not surprised Hyundai kept visual changes to a minimum. There are new wheels, refreshed bumpers, redesigned LED front lights, a larger roof spoiler and, perhaps most importantly, a rear windscreen wiper, which we're astonished this car didn't have from the off.

The interior has also received a few minor updates, such as a dark surround for the 12.3-inch displays. These run Hyundai's latest infotainment software that looks more sophisticated, but is still very intuitive. There are more physical shortcut and climate control buttons on the dash as well, plus a new steering wheel, also with physical controls.

The sliding centre console has been redesigned to accommodate a wireless charging pad and, you guessed it, additional physical controls for functions such as the heated steering wheel and front seats, which are standard-fit on every new model.

Finally, the Ioniq 5 is now available in N Line trim (and N Line S with extra kit), which takes its lead from the extraordinary Ioniq 5 N. The car gets more aggressive bumpers, fresh side skirts, 20-inch



INTERIOR Changes inside are minimal, but include new surround for twin screens, plus more physical controls on dash and steering wheel

N Design rims and extra gloss-black trim. The cabin has upgraded seats, a three-spoke steering wheel inspired by the 5 N's with a dedicated drive-mode button, lots of red stitching accents on the dash and air vents, and some chequered flag motifs.

But you don't get the tuned suspension, uprated brakes or electronic novelties from the full-bore Ioniq 5 N. And although Hyundai has made the regular Ioniq 5's chassis stiffer to improve stability and agility, this is still very much a car set up for comfort. The ride does a very good job of ironing out bumps and potholes, and allows you to waft along. Some road noise filters into the cabin at higher speeds, but otherwise it's very quiet inside.

At the same time, the Ioniq 5 can hustle along a back-road. There is a noticeable amount of body roll, but it's well controlled, and while the steering



Hyundai

FIRST DRIVE Revisions to form



ON THE ROAD N Line misses the electronic tricks of the 5 N, but this is still an enjoyable car to drive, even if it is clearly set up for comfort



ESSENTIALS

Hyundai Ioniq 5 N Line S

Price: £55,900 **On sale:** Now

Powertrain: 84kWh battery, 1x e-motor

Power/torque: 321bhp/605Nm

Transmission: Single-speed automatic, all-wheel drive

0-62/top speed: 5.3 seconds/114mph

Range: 307 miles

Max charging: 260kW (10-80% in 18min)

Size (L/W/H): 4,655/1,890/1,605mm



Hyundai Ioniq 5 N Line S

er Car of the Year include introduction of new trim with all the show of the 5 N, but a little less go



is a little vague just off centre, it weights up nicely after that. Plus our test car had all-wheel drive and 321bhp on tap, which made it very quick.

There are four levels for the regenerative-braking system, which drivers can toggle on the fly using the large paddles on the steering wheel. The one-pedal drive mode is excellent, and another part of what makes the Ioniq 5 so relaxing to drive around town. But it is also strong enough that you rarely

have to touch the brake pedal, even when driving enthusiastically down a twisting B-road.

However, the Ioniq 5 does feel very wide, so don't be surprised if you notice yourself leaning forward a lot to avoid curbing the lovely wheels. At least visibility is good, and there's lots of adjustability for the driving position. Being so large also provides a huge amount of interior space, particularly rear legroom and a generous 527-litre boot.

Prices for the new Ioniq 5 start from £39,900, but you'll have to pay at least £47,400 to get an N Line model, which comes only with the Long Range battery. Upgrading to N Line S trim adds every bell and whistle possible, including a head-up display and a Bose sound system, but also ups the price to £52,400. Adding the dual-motor, all-wheel drive powertrain to either trim costs an extra £3,500.



Pete Gibson

VERDICT ★★★★★

THE Hyundai Ioniq 5 was already a brilliant all-electric family car, but it's even better after a series of small upgrades that make a big difference when bundled together. The new N Line version offers some extra sporty flair for those who lust over the spectacular Ioniq 5 N, but still need a comfortable and relaxing car for day-to-day life.

PRE-HEATING CAR APPS

HEATED windscreens are fantastic for getting car journeys off to a seamless start on cold mornings, but why wait for your screen to melt the ice away when you can make your whole car toasty warm long before you even climb aboard?

Electric powertrains and connectivity merge beautifully in the form of app-based car pre-heating systems. Set your desired cabin temperature and your departure time on your smartphone app, and your car makes sure it's warmed and ready, melting any ice on the windows in the process. Alternatively, just turn the car's climate control on remotely when you look out of the window and see mother nature doing her worst.

Some cars with internal combustion engines can do this, but they usually need to start the motor. With EVs, the heaters can simply switch on, and if the car has a heat pump, the desired temperature can be achieved without too much impact on the driving range. This pre-conditioning tech has the added benefit of raising the temperature of the battery, so it can charge more efficiently too.

STEVE WALKER



YOU EVER

We can't live without these

LAND ROVER CLEARSIGHT

THE advent of advanced safety systems has seen a proliferation of cameras appear on cars in virtually every class. Reversing cameras are standard on all bar the most basic models these days, while moving up the price scale adds front cams and even 360-degree surround views.

Among the cleverest set-ups is Land Rover's ClearSight system. One highlight is the digital rear view mirror that eliminates rear blind spots completely, courtesy of the

real-time feed from a roof-mounted camera – very handy in a Defender with a spare wheel mounted on the back door. Even better is the front camera that helps you 'see' through the car's bonnet.

While the car's tall front end creates a large blind spot straight ahead, the front-facing camera in the grille has a setting that replicates what you'd see if the bonnet wasn't there at all.

DEAN GIBSON





PASSENGER SCREENS

MOST passenger displays are just a carbon copy of the main interface with a few changes to what you can and can't do on them. They come in many forms, and while some are there purely for bragging rights – Ferrari and Lamborghini have installed passenger displays that essentially double up on the driver's display showing speed, revs and gear position – they became much more useful

when manufacturers such as Porsche and Mercedes introduced their versions.

In these examples, the passenger's display mirrors the main interface, rather than the driver's screen, and allows an individual to access media, navigation and other settings without disturbing the driver's screen, and potentially distracting them. In many cases they can also show video

media which, thanks to clever screen technology, is invisible to the driver.

In cars where the main screen is angled towards the driver, such as Audi's new-generation MMI set-up (above), the passenger display is a particularly welcome addition to easily operate many functions without needing to reach over towards the driver.

JORDAN KATSIANIS

R BEST CAR TECH

gadgets that make everyday motoring life easier



REAR SCREEN WIPERS

MANUFACTURERS who once used to promote these as 'must have' options now casually delete them from new car spec sheets as though we never cared. The provision of a rear-view camera and parking sensors is a typical justification for not fitting a rear wiper, but these cameras only work when you have reverse gear engaged. In fact, rear wipers are a vital safety aid in all sorts of scenarios – especially in town.

The arrival of EVs kicked off the recent trend to dump rear wipers, with Polestar notably claiming a wiper would "spoil the coupé lines" of its 2 hatchback, but on an SUV-style family car like the Peugeot E-3008 (above) the lack of a rear wiper seems utterly perverse.

It's a message that's getting through in places, at least, because MG and Hyundai have both recently launched cars without rear wipers, then had second thoughts and added them.

CHRIS ROSAMOND

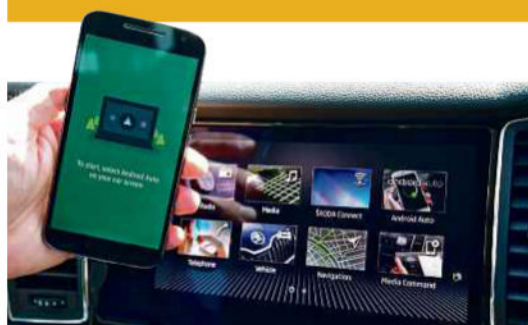


VEHICLE TO GRID CHARGING

A PIECE of automotive tech that can reduce your energy bills? It sounds unbelievable, but it does exist. It's called Vehicle to Grid (or V2G) and you'll find it on plenty of new EVs, including the Kia EV9 (right). In simple terms, by plugging your EV into the mains, it means that your home energy can be drawn from your car when demand on the National Grid is high.

When demand is low or supply is high (there are times of the year when the UK actually generates too much solar and wind energy), the car can recharge. On the right energy tariff, you can reduce your charges hugely – or even be paid for the energy taken from your car. It's easy to do, too – V2G-enabled EVs can 'smart charge' to ensure that the battery will be ready the next time you need it.

ALEX INGRAM

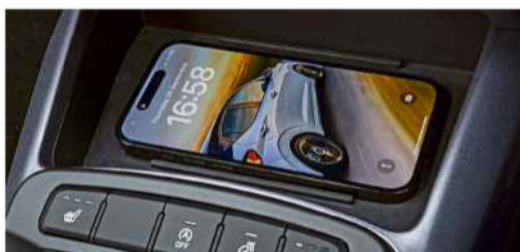


APPLE CARPLAY/ ANDROID AUTO

NO matter how much car makers spend developing their latest and greatest infotainment systems and user interfaces, let's be honest, most people prefer Apple CarPlay or Android Auto. Including me. They let you use your favourite navigation and music apps, and your smartphone's virtual assistant.

Plus, a lot of cars now feature wireless CarPlay and Android Auto connectivity, so using them is even more seamless – and because they rely on your smartphone's super-fast computing power, everything loads quickly. Frankly, they're godsend, and it's no surprise that brands such as Renault have turned to Google to create their infotainment systems. The next generation of CarPlay, which can take over a car's entire dash, sounds particularly exciting.

ELLIS HYDE



WIRELESS CHARGING

WIRELESS smartphone charging has become so commonplace in modern cars that you can find it on superminis such as the VW Polo and even city cars such as the Hyundai i10. I've been so spoiled by wireless charging in the past few years that now I often don't bother taking a wired charger with me.

Given how many wired chargers I've gone through in my life (they seem to be made of cheese), wireless charging saves me a bit of money, too. Not all car makers get it right, though. The MG4, like a few others, has a shallow tray for your phone to sit on and you'll see your expensive smartphone fly across the cabin on hard turns if you're not careful. Some pads can also overheat your phone during the charging process.

ALASTAIR CROOKS

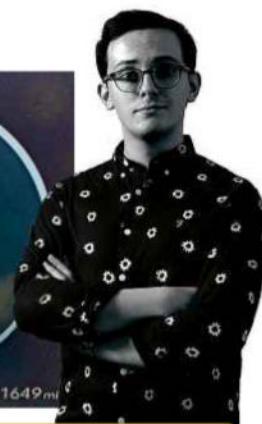
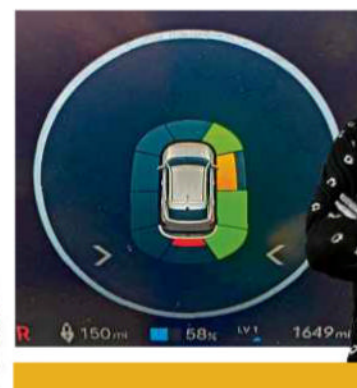


BLIND-SPOT MONITORING

UNLESS you're a contortionist, leaning over your shoulder to check your blind spot can be a pain – especially when wanting to change lanes at high speeds. With this in mind, blind-spot monitoring can come in real handy, especially on longer motorway stints or when dashing from lane-to-lane in tight city traffic.

Recently, however, some brands have taken this concept to the next level – notably Hyundai and Kia. Top models with surround-view cameras now display a live feed in the gauge cluster of whatever is in your respective blind spot whenever you indicate in a particular direction. This second set of eyes means you'll spend less time craning your neck like a giraffe and more time focusing on the road in front of you.

TOM JERVIS





HEAD-UP DISPLAY

A HEAD-up display, or HUD for short, is a handy way of getting vital information to you without needing to avert your gaze from the road. It's done by projecting the info on to a reflective surface that's bonded within the windscreen's structure or applied as a special coating to the outside of the glass, or to a retractable screen as found on a number of Stellantis cars.

HUD first appeared on a production car in the late eighties, with the S13 Nissan Silvia, but it wasn't until the configurable display of the C5 Chevrolet Corvette arrived about a decade later – which allowed you to see the fuel gauge, oil pressure or coolant temperature next to your speed and engine revs – that I realised an HUD could be far more than a novelty.

Fast forward to today, and BMW's set-up (right) can show you which lane or lanes you need to be in when using the car's sat-nav. Indeed, the German brand is taking HUD a step further, with BMW Panoramic iDrive projecting a 3D display right across the base of the windscreen.

MAX ADAMS



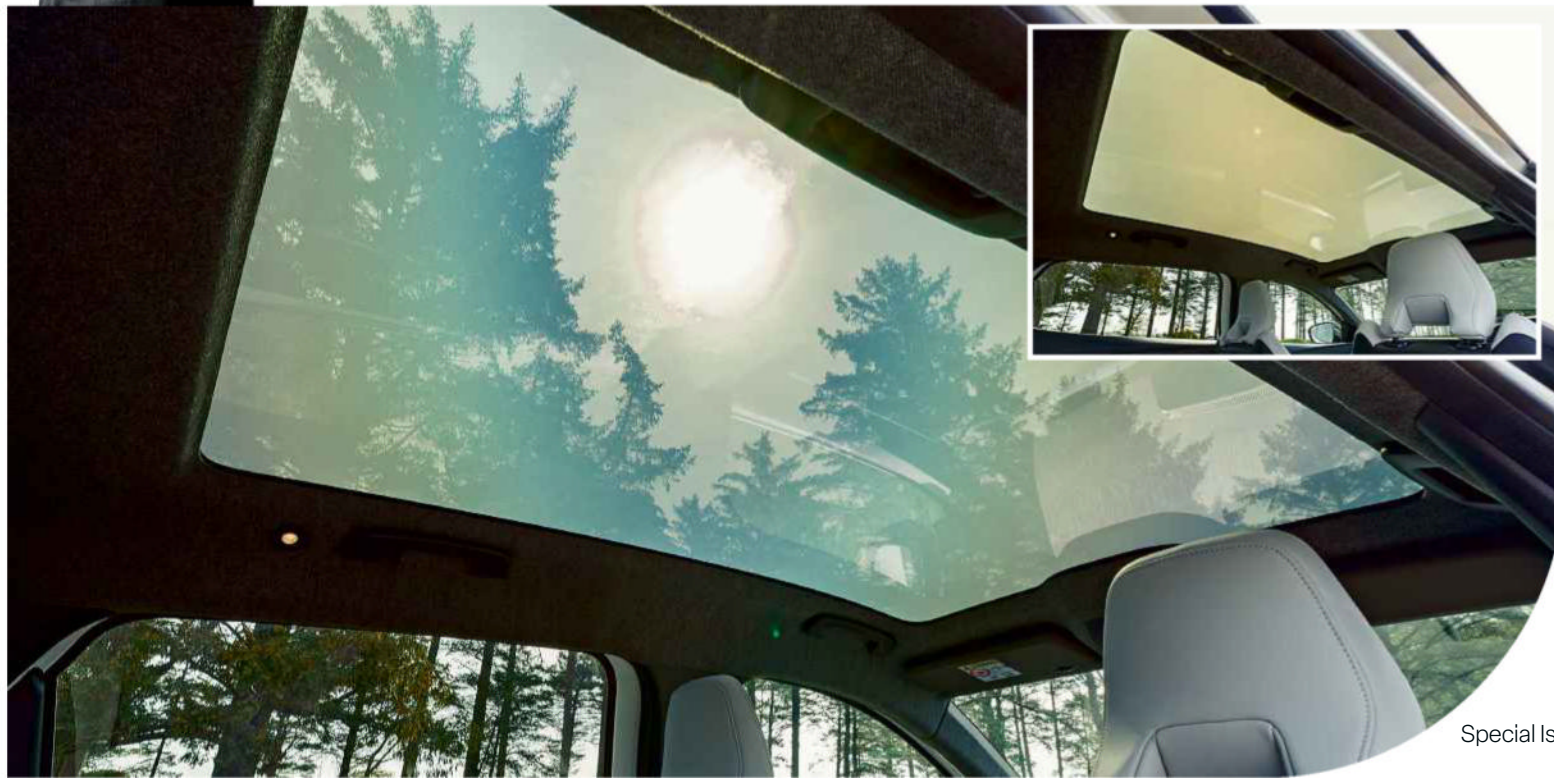
PANORAMIC ROOF

A PANORAMIC roof is an essential piece of in-car kit that's worth every penny at the point of purchase. I'm not that fussy, either; although I love to be able to slide back the sunshade at the flick of a switch, my current car's fixed glass roof makes the otherwise dark interior feel light and airy.

Renault's Solarbay roof takes things to a new level. It's fitted to models such as the Rafale, Scenic and Symbioz, and the firm has developed a piece of electrochromatic

glass that can be darkened on demand. It's got four settings, so you can even have it sunny in the front and shady in the back if the kids are complaining about the reflections or glare on their treasured tablets. The best bit? You can adjust the settings via voice control by simply saying "Hey Google, close Solarbay", or "Hey Google, open Solarbay at the front". Honestly, once you've tried it, you'll struggle to go back.

RICHARD INGRAM



HOW DISTRACTED YOUR CAR'S TOUCHSCREEN IS

We test 10 of the most popular systems to rate the best and worst



CAR INDEX

Ford Mustang	p36
Genesis GV60	p38
Mercedes E-Class	p40
MG3 hybrid+	p42
MINI Countryman	p44
Peugeot E-3008	p46
Renault Scenic	p48
Skoda Superb	p50
Tesla Model 3	p52
Volvo EX40	p54
Results	p56

CTING IS YOUR SCREEN?

nd worst performers



Chris Rosamond

Chris.Rosamond@autoexpress.co.uk



AEX THERE'S no argument that using a mobile phone is dangerously distracting while driving, and rightly there are hefty penalties for anyone caught breaking the law.

Yet our lawmakers seem oblivious to the fact that cars are being crammed with increasingly complicated touchscreen systems that mirror many of your smartphone's most distracting functions, then layer a whole range of the car's own control systems on top. It's ►

why many drivers are asking the same question: if your smartphone is a dangerous distraction, isn't a touchscreen the same, with bells on?

Tesla was in the vanguard when it came to ditching traditional switchgear, launching the Model S more than a decade ago with a large central control screen and not a button or knob in sight. Rival manufacturers have eagerly embraced similar tech, but that's not because touchscreens are meaningfully easier to use than traditional controls. Nor is it because touchscreens look cool, although that's often a big part of the showroom appeal.

The lure of the touchscreen to car makers is much simpler – and stronger – because it all boils down to cost. By combining myriad manual controls into a single digital system perched on your dashboard, they reduce time and money spent on design, development, manufacture and assembly, which means significant savings across the board.

While there's evidence of a degree of effort to put controls for commonly used features front and centre, the march of touchscreen technology continues, and as screens become more and more complex in terms of their functionality, the risk is that they become ever more distracting.

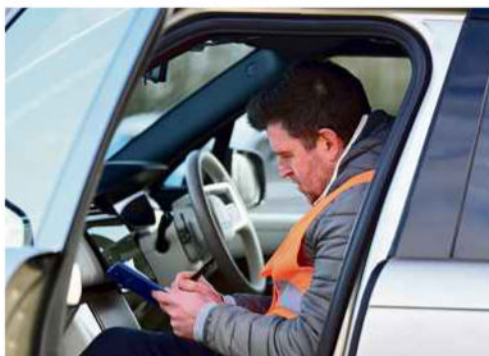
Complexity aside, we've noticed a worrying tendency for glitches in a variety of different manufacturer systems, too, as processors seemingly struggle to cope with control inputs. A screen that 'hangs' before loading, or one that won't respond to the first jab of your finger, means that even a relatively simple control function may take eyes off the road for longer than it should. Such system flaws can also cause frustration, which may be dangerously distracting of itself.

UK drivers – and those in other right-hand-drive markets – are at a big disadvantage too, because 85-90 per cent of us are right-handed. It is much more difficult to operate a central touchscreen accurately using a non-dominant hand, especially for older drivers, who we think could land fingers on a physical switch or dial much more easily than finding just the right spot on a touchscreen.

Then, of course, you have a plethora of operating systems to choose from, each with their own menus, page structures and routes to find the function you're looking for.

With so many different touchscreen systems available, and so many possible points of distraction, we've decided to tackle the problem head on by comparing 10 set-ups from some of the industry's leading car makers in our exclusive test.

"UK drivers – and those in other right-hand-drive markets – are at a big disadvantage, because 85-90 per cent of us are right-handed. It is much more difficult to operate a central touchscreen accurately using a non-dominant hand"



THE SPECIFICS OF THE TEST

REX OUR test was conducted at the British Motor Museum at Gaydon in Warwickshire and we're grateful for the loan of its Drivezone facility. It's a short course that effectively mimics a 20mph-limited urban road environment with plenty of junctions and even a mini roundabout.

For enthusiasts who are not turned on by touchscreens, the museum is also awash with beautiful classic cars featuring dashboards laden with varnished timber, painted metal, leather, chrome and Bakelite.

For our test, we chose a trio of drivers with varying degrees of experience of touchscreen systems, and instructed them to complete an identical route around the Drivezone in each of our 10 test cars, while performing five commonly used touchscreen tasks. An Auto Express judge sat beside each driver to record the times taken for each task, which we then averaged out to give us a single task time.

Drivers were encouraged to drive in as repetitive a fashion as possible. Overall lap times while the five tasks were being carried out were compared with an averaged-out 'undistracted' lap time – set in advance at two minutes, 22 seconds – to give us an additional indication of the effect on concentration.

Finally, we also tried out the manufacturers' apps to see how well they complemented the on-screen tech and how they performed.

THE FIVE TOUCHSCREEN TASKS:

1. TURNING OFF LANE-KEEP ASSIST (LKA)

Euro NCAP safety rules mean this is switched on at the start of every journey, but many drivers hate the LKA interventions and switch it off while driving. It would be less distracting to switch LKA off at the beginning of any journey, of course.

2. TURN ON NAV AND SELECT 'HOME'

While it's safer and advisable to select sat-nav destinations before actually setting off, in the real world many drivers find themselves tapping in destinations when they're already under way.

3. RAISE CABIN TEMPERATURE BY 2°C

It used to be easy to twist a rotary knob or push a slider to adjust the temperature to a comfortable level. How easy would the touchscreens in our test make it, though?

4. TURN ON THE HEATED SEATS

How difficult should it be to enjoy that warming feeling? Not very, we'd argue, but some of the touchscreens tested make the process much more complicated and distracting than others.

5. TURN ON THE RADIO AND TUNE TO BBC RADIO 4

You may not approve of our choice of station, but whether you're into music or the news, it should be straightforward to find your favourites.



ASSESSMENT

Each tester was accompanied by an Auto Express judge who recorded the results you'll find over the following pages

HOW WE SAFELY TESTED THE TOUCHSCREENS

Our distraction test was carried out under strictly controlled conditions to ensure accurate results

VOICE TEST



MANY car models give you the option of using your voice to change certain settings, as an alternative to using the touchscreen. But how well does this work in practice? Our testers were told to issue the following commands:

SET SAT-NAV: "Take me to London" and "Directions to British Motor Museum"

CHANGE RADIO: "Play BBC Radio 2"

CHANGE THE TEMPERATURE: "Set the temperature to 24 degrees"

SET HEATED SEATS: "Turn the heated seats on" and "Turn the passenger heated seat on"

ASK FOR THE WEATHER: "What's the weather like today?"

CHARGING OR FUEL STATION: "Where is the nearest charging station?" or "Where is the nearest fuel station?"

TURN OFF LANE-KEEP ASSIST: "Turn off Lane-Keep Assist"

Our final test involved turning the voice recognition on via its activation button and then waiting in silence to see how long it took to turn off by itself.

OUR TESTERS

DEAN GIBSON
SENIOR TEST EDITOR

EXPERT

Dean assesses multiple vehicles for Auto Express each week and has used almost every touchscreen system out there.



SHANE WILKINSON
SENIOR CONTENT EDITOR

EXPERIENCED

Shane's a self-confessed car nut and regularly drives new models, but isn't as au fait with the latest systems as Dean.



VICTORIA COQUET
UX WEB DEVELOPER

LESS EXPERIENCED

Victoria has limited experience with touchscreens because she only comes into contact with them when she hires a car for leisure.



CALCULATIONS

IN order to rank the distraction factor of each of the touchscreens on test, we took an average of our three drivers' times for each of the tasks to produce a single representative 'task time' for that car.

We then averaged out all five task times per car, to produce a single representative 'distraction time' for each of the 10 models, which we ranked in order. Read on to see how each car scored...

DRIVEZONE



Thanks to BMW for letting us use Drivezone

FORD MUSTANG

SYSTEM: SYNC 4

PROS Straightforward menu layouts, sharp graphics, easy smartphone pairing
CONS Slightly laggy touch response, some competitors' systems load faster

REX WHILE some brands have a near-identical infotainment set-up throughout their ranges, Ford's can vary from model to model. Some cars run a portrait orientation, and others, such as the Mustang we're testing here, use a landscape layout. All run a variation of Ford's SYNC software, although the Capri and Explorer use subtly different menu structures, reflecting the tech that's available on the Volkswagen Group-sourced MEB platform.

The layout of the Mustang's SYNC 4 system is fairly no-nonsense. The homepage has various widgets and shortcuts, which take up different amounts of space based on their importance. To the right, there are shortcuts to Settings, Features and Apps, while slightly larger tiles for Phone and Media are in the middle. The main part of the screen is occupied by the navigation system; it's easily big enough to run like this and be useful, but it can be expanded to occupy the whole 13.2-inch display if you prefer.

The screen isn't the most responsive to touches, with pinch and swiping movements on the map page accompanied by a noticeable delay. Loading times are reasonable, but not outstanding.

Typing an address is best done when the car is parked, and the keyboard takes up about two-thirds of the screen's area when in use. The mapping itself isn't as detailed as some, but this means the instructions are easy to read, because the display isn't saturated with unnecessary information. Pairing a phone via Bluetooth is incredibly quick and simple in all of the

latest Fords, with the system detecting our devices instantly and prompting us to use apps such as Android Auto or Apple CarPlay wirelessly.

The Ford has just one physical climate control button. It's for a maximum front window demist setting and is repeated on the main touchscreen with the other climate controls. Temperature is easy to adjust on the move, but fan speed and climate direction require several button presses, because secondary menus need to be opened.

RESULTS

TOUCHSCREEN TASKS	TIME	RANK
Lane-keeping assistance task	13.4 secs	7th
Sat-nav task	24.8 secs	10th
Cabin temp. task	4.7 secs	7th
Heated seat task	1.5 secs	1st
Radio tuning task	8.1 secs	8th
Distracted lap time	+26 secs	4th



TEST TEAM VIEWS

DEAN SAYS: "The system is a bit slow for sat-nav, which may be down to processing speed. The climate control has a button to adjust the temperature, but it brings up a pop-up menu which is pointless as you're pressing a button at the bottom to change it already. There's a shortcut for the home page, but it's a little lost in the top-right corner of the screen."



SHANE SAYS: "The layout is interesting, and mostly it's pretty logical, but for some reason lane-keep assist is on the features menu and hard to find. It was also a bit laggy, especially the sat-nav which put up a bit of a fight when I tried to set it for home. It's not a huge problem, but it's frustrating. It was the same with changing the radio station. On the whole it was a pretty average system."



VICTORIA SAYS: "I found the Ford system easy to use, and I liked the fact that when you press, for example, the heating option, it expands into a menu on the same screen so you don't have to navigate to a different window display. The lane-keep assist switch was on the steering wheel, but I couldn't find it in the infotainment system menus. But overall I thought it was cool."





AT THE WHEEL

The Mustang's touchscreen is mounted high on the dashboard for ease of access, although some functions are best used when you're parked

VOICE COMMAND

REX THE Mustang's voice command is activated by a 'wake word', which is 'OK, Ford' by default, but can be changed to 'OK, FordPass', 'OK, Ford Sync' or 'Hello, Ford'. We found the satellite navigation responds to respond quickly to our command – it then gives you a list of locations and you choose the number listed next to it, which was the case for the fuel station command, too. The temperature change also worked immediately and the car confirms the action is complete with a voice note and a bong sound afterwards.

"Play BBC Radio 2" only worked the second time around, and the car didn't respond when we asked for the heated seats to be turned on and the lane-keep assist to be turned off. As for our weather report, the Mustang gave a clear and concise overview of the conditions for the day. Once we activated the voice command, it took 35 seconds for the car to stop listening.

TOUCHSCREEN TEST



DISPLAY & NAVIGATION



NAVIGATION

Typing an address is tricky because the buttons are on the small side, while the car's bumpy ride makes it hard to be accurate when using the touchscreen



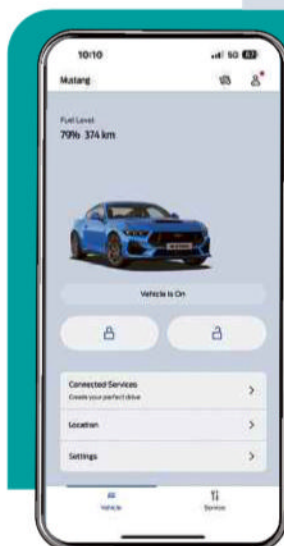
HOME SCREEN

Three large panels on the home screen mean it's quick to access nav, audio and phone menus, but the home button to return is tucked away on the top right



SETTINGS

Widescreen layout offers room for multiple functions, while our testers had mixed opinions about the climate controls across the bottom of the display



WHAT'S THE APP LIKE?

8th

REX THE FordPass smartphone app can either be incredibly useful, or just a bit of a waste of your phone's storage space, depending on what type of car you have. The Mustang we had on test, for example, was only able to be locked and unlocked, plus have its health status checked.

But if you have a Ford Explorer, for example, you can pre-heat the cabin and send the location of nearby EV chargers to the sat-nav. The ability to call for breakdown services direct from the app is appreciated, although having to pay an additional subscription for certain features such as vehicle tracking isn't.

GENESIS GV60

SYSTEM: cclC

PROS Rotary controller and climate buttons both easier to use on the move than touchscreen
CONS Lots of menus to delve through, some icons are too small or detailed

REX THE Genesis interior is certainly classy, and a step above what you get with sister brands Hyundai and Kia in terms of material quality.

There are plenty of buttons beneath the twin 12.3-inch screens and on the centre console, so this is not a set-up that runs everything through the displays. That's much better for usability, especially on the move, but not as aesthetically pleasing as a button-free cabin.

The Genesis system, also used by Hyundai, is called cclC, which stands for connected car Integrated Cockpit. The two screens arc across a single display, with the one in front of the driver giving the dashboard display information, and the central one controlling everything from media to sat-nav and vehicle settings.

Below the screen is a separate climate control panel, with buttons to adjust the temperature and demist, plus shortcuts to some of the more popular items on the touchscreen menu: map, nav, radio and media.

Then you have a volume control button and a handy, and increasingly rare, rotary dial. This controls the main infotainment screen and is much handier for making changes on the move. Behind the drive selector are more buttons, which control the parking sensors and auto hold, plus the heated/ventilated seats and heated steering wheel functions. Which, in contrast to what you might think, are nowhere near the climate controls.

The Genesis is a mixed bag: some things are really easy and others way off the best experience. There's lots going on with the touchscreen, and delving into the menus takes a level of concentration that's not

ideal when you're driving. Disengaging some safety systems involves having to focus on a little icon in the middle of the screen. There is at least a button on the steering wheel to disengage the intrusive lane-keep assist – if you know it's there. Overall, it's not the easiest system to jump in and learn.

But then the buttons are a redeeming feature. They're always easier to use than a touchscreen when you're on the move because muscle memory and tactility are on your side, so you can operate them without taking your eyes off the road.

AT THE WHEEL
It's as easy to find menus on the GV60's touchscreen as it is to use the shortcut buttons. We like the rotary controller, which is less distracting to use on the move than the touchscreen

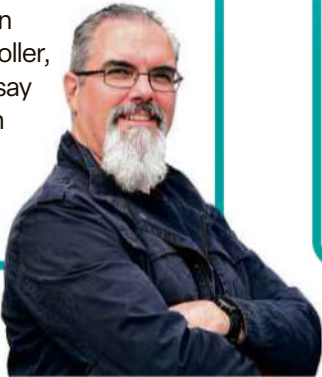
RESULTS

TOUCHSCREEN TASKS	TIME	RANK
Lane-keeping assistance task	22.6 secs	10th
Sat-nav task	19.3 secs	9th
Cabin temp task	2.3 secs	1st
Heated seat task	6.3 secs	9th
Radio tuning task	19.7 secs	10th
Distracted lap time	+36 secs	8th



TEST TEAM VIEWS

DEAN SAYS: "This is an example of the touchscreen not being great, and the button menus not being great either. The shortcut buttons only take you to certain menus and it's as quick to find the same menu on the touchscreen as it is to use the shortcut button. There is an iDrive-style controller, which we always say is better to use on the move than a touchscreen."



SHANE SAYS: "This is probably the trickiest system of all. There's loads going on with a lot of menus, a lot of options, and the screen was also very sensitive and quite jumpy. When I went to turn off the lane-keep assist, I ended up knocking another button and the menu changed. The experience was very jittery and it felt like the most time-consuming system. I'd score it quite lowly."



VICTORIA SAYS: "I didn't love this one, even though you can clearly tell that someone thought about the design. There are lots of little graphics and illustrations, but they're not very easy to see or understand. The radio was very hard to find from the map screen, and navigating from one section to another was tricky. But changing the heating was easy, because it had a separate dial."





VOICE COMMAND

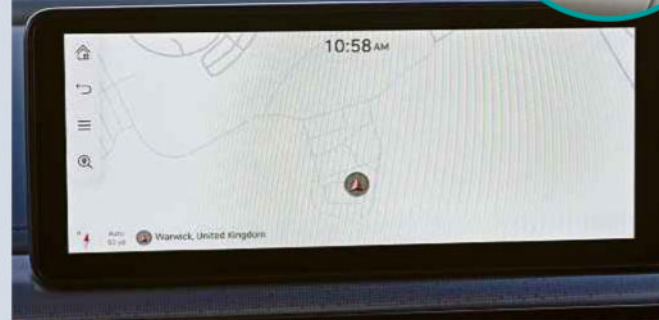
REX TO its credit, the GV60's voice command system is simple and effective, although we found a few flaws. The sat-nav process was easy, "take me to London" giving us a single location with a confirmation 'yes' or 'no' to begin the route. The British Motor Museum gave us a list of places with numbers to choose from, again with confirmation needed, and the same applied to our charging station query. Our "Play BBC Radio 2" request led us to Planet Rock instead, although we shouldn't have been too surprised, given that the Genesis' long-term custodian is our chief sub-editor, who's a renowned fan of heavy metal.

Both heated front seats could be turned on independently of each other without hassle, but the temperature was set to 27 degrees instead of 24 degrees. The weather report was succinct and worked well, but as in most other cars, the lane-keep assist function couldn't be turned off. The voice command switches off after 22 seconds if you keep quiet.

TOUCHSCREEN TEST



DISPLAY & NAVIGATION



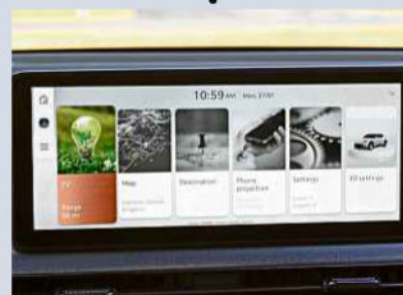
DESTINATION

Small buttons make typing an address tricky, but you can use the clickwheel instead. Whichever method you choose, it takes a long time to type out



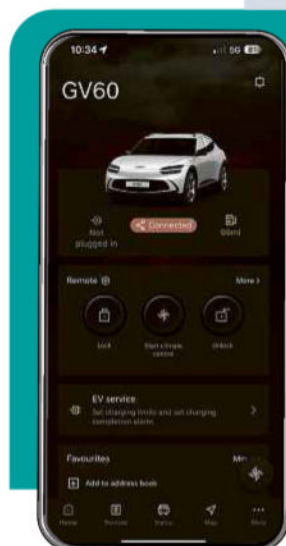
SETTINGS

Some options, such as lane assist, run off the bottom of the display, so you have to scroll up to find them, which means they take longer to select



HOME

Sweeping side to side scrolls through different menus, while the farthest left features a neat-looking minimalist map screen to reduce distraction



WHAT'S THE APP LIKE?

2nd

REX IT'S a shame that Genesis models aren't that popular, because most people won't experience the joy that is the brand's mobile app.

It's incredibly easy to set up, and we like how seamless many of the remote functions are; being able to defrost your car's windscreen at the tap of a button is undoubtedly a handy feature for cold mornings, while using our phones to open the charging port flap had us feeling like children with a new remote-controlled toy. Rivals have flashier graphics, but few beat the Genesis for functionality.

MERCEDES E-CLASS

SYSTEM: MBUX

PROS Expensive-looking interface, main functions easy to locate, high resolution, bright touchscreen, physical shortcut buttons, reliable wired smartphone connectivity

CONS Lots of information to digest, no armrest, some shortcut toggles are tiny

REX NOT many car makers have their very own infotainment system – and we're not just talking about a few logos on top of a commonly-used layout either – but MBUX is truly bespoke to Mercedes and certainly helps to give the brand's cabins a special environment.

MBUX first arrived in 2018 on the Mercedes A-Class, but over the years it has evolved with more functionality to suit a variety of screen sizes. There's the 'Hyperscreen' layout that is currently used on the S-Class and EQS, which comprises three panels with a total of 55.5-inches of display area. Then there's a twin 10.25-inch screen set-up in smaller models such as the A-Class – where it's deployed brilliantly – while in C-Class-sized models, there's an 11.9-inch portrait-orientated panel.

As for the E-Class, the current generation introduced a new 'Superscreen', which features a 12.3-inch driver's display, a 14.4-inch central touchscreen and an additional 12.3-inch panel for the passenger. However, our 'Urban Edition' car didn't come with the passenger-side screen.

Some people might find the touchscreen position to be a little too angled, depending on their driving position, but that seems to be a common trait of Mercedes models that have the smaller and larger screens, too. As for reach, there's a centre console tunnel that runs all the way to the dash-mounted display, which means

you'll have to keep your arm aloft to access most of the touchscreen, which is a pain.

The infotainment is quite intricate and first-time users might be a bit overwhelmed with the sheer amount of information presented. But once you're familiar with the set-up, it's quite easy to navigate through the menus on the move, thanks to a crystal-clear resolution, quick response times and clean graphics and text. Having the climate controls available at the bottom of the screen is sensible, too.

Mercedes added a 'zero layer' to its MBUX system in 2022, with the thinking that all the major functions would be accessible on the home screen. It's a good idea in principle, although we found that certain menu buttons were too small and fiddly.

AT THE WHEEL

The large screen means finding different sub-menus is easy, and although the physical shortcut buttons below are small, they offer quick access to important functions



RESULTS



TEST TEAM VIEWS

DEAN SAYS: "The big screen and shortcut buttons are a massive help. It's a bit fiddly to do the climate and try to adjust the temperature, because you have to go into the menu to do it. But it's quite responsive. There are steering wheel controls, but they're very sensitive, and not the best to use. Yet the touchscreen makes them largely redundant."



SHANE SAYS: "This system is nice and clear, but setting a sat-nav destination could have been a bit quicker. Tuning the radio was easy, and the heated seats are on a door button – I couldn't find them via a menu. It was also simple enough to deactivate the lane-keep assist, even though it required you to look at a sub-menu. I did find myself concentrating on the screen a bit more than was ideal, though."



VICTORIA SAYS: "Everything is very straightforward and it's easy to use the settings. I'd say things feel a bit like Apple smartphone menus, and the system is very similar to Apple CarPlay, so quite familiar. It's pretty easy to find the things that you need and it's responsive. Everything worked as it should, and it was very fast."





TOUCHSCREEN TEST



DISPLAY & NAVIGATION



DESTINATION

A big keyboard helps with address entry, while the field at the top automatically fills with location names, although there are a lot, courtesy of the European database



SETTINGS

There are loads of sub-menus, but they are divided according to function – climate settings in the climate controls, nav settings with the map software, etc



HOME

Large home and back buttons at the bottom of the display help with finding your way, while the various apps are useful for quick access

TOUCHSCREEN TASKS

TIME

RANK

Lane-keeping assistance task	7.0 secs	2nd
Sat-nav task	16.5 secs	7th
Cabin temp. task	6.8 secs	=9th
Heated seat task	2.0 secs	4th
Radio tuning task	3.2 secs	1st
Distracted lap time	+30 secs	6th

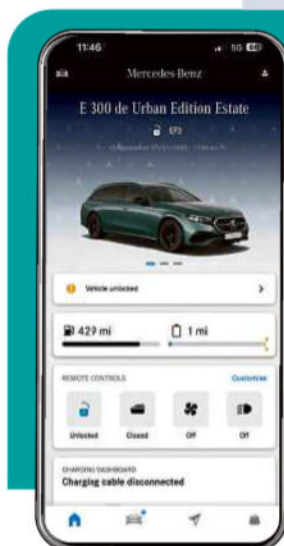
VOICE COMMAND



REX MERCEDES was one of the first manufacturers to integrate voice controls into its cars and decades of use have benefited the German firm's 'Hey Mercedes' technology. With the starry glint in the top of the touchscreen letting us know it's listening, the E-Class responded quickly to our sat-nav commands, with a list of possible locations to choose from. The radio request also worked immediately, as did both heated seats with a statement confirming our commands had been received.

The weather report was the best overall in our test, with not only a brief audio description being given, but also a visual layout of what conditions to expect for the coming days being presented on the central screen as well.

Our only slight problems were with the lane-keep assist, where the car merely said "an error occurred", and the fact the only voice prompt is 'Hey Mercedes'. It takes nine seconds for the system to stop listening if you remain silent.



WHAT'S THE APP LIKE?

4th

REX MERCEDES' MBUX system is one of the best in the business, and its companion app is also a strong performer, proving seamless and intuitive to use. We like the customisable shortcut buttons, plus the ability to geofence areas where the car can or can't be used – ideal if you're brave enough to hand the keys over to, say, a teenager.

Holding the app back from greatness is its size (roughly 1GB on Apple's iOS) and how Mercedes uses it to push its rather pricey Digital Services store, which forces buyers to pay a subscription for features included for free on other cars.

MG3 HYBRID+

SYSTEM: iSmart

- PROS** Bright touchscreen, physical shortcut buttons, reliable wired smartphone connectivity
- CONS** Occasionally laggy, the fonts, icons and on-screen toggle switches are very small

REX STRAIGHT away, we need to acknowledge that the MG3 is the cheapest car in this test by far. Prices start from only £18,495, yet every model has a 10.25-inch touchscreen that is surprisingly clear and responsive, when you consider the price tag. It's also running MG's latest iSmart software – the same operating system that you'll find in the new MG HS and MG ZS, too.

The set-up is rather modest compared with some of the massive screens featured in the other cars here. But it gets the job done and is certainly a big improvement over the brand's earlier efforts in this department. That said, you can always bypass the built-in software by using Apple CarPlay or Android Auto – so long as you remember the right cable, because neither is wireless on the MG3.

The homepage has four large tiles with limited but essential controls for the media, air-con, navigation and phone connectivity. On the right side are several shortcut buttons that help switch between the most important menus. These icons are quite small, and so are the toggle switches for certain driver-assistance systems. This can make them difficult to tap while on the go, which is on top of having to search through different settings menus to find the feature you want to turn off.

Still, the MG3 does have a small selection of physical shortcut buttons along the dashboard, including volume controls. Another opens the climate control menu – unless you're using CarPlay,

because if you are, pressing that button does absolutely nothing. This means that you have to return to the homepage before you can open the climate control menu, which is an unnecessarily convoluted process when you just want to turn down the air-conditioning while on the move.

You can programme the joystick pads on the right side of the steering wheel to adjust the cabin temperature and fan speed, but other functions such as fan direction or activating the heated steering wheel must be done via the touchscreen.

AT THE WHEEL

The MG's system is more basic than in rivals, but it's pretty good when you consider the car's price. The assorted beeps from the screen whenever it's pressed are frustrating, though

RESULTS

TOUCHSCREEN TASKS	TIME	RANK
Lane-keeping assistance task	10.4 secs	4th
Sat-nav task	18.1 secs	8th
Cabin temp. task	5.3 secs	8th
Heated seat task	5.0 secs	8th
Radio tuning task	5.4 secs	3rd
Distracted lap time	+27 secs	5th



TEST TEAM VIEWS

DEAN SAYS: "The lane-keep assist is quite fiddly, because you've got to go into a menu. You have to scroll down to find it, and then have to deactivate it and confirm, too. So it's a long, long, drag of the menu, and then two buttons presses. There's a temperature control on the home screen, but if you touch the wrong spot it takes you to a general climate menu."



SHANE SAYS: "I think the MG actually has quite a good system, considering the car's cost. The graphics aren't the nicest in the world, but everything's pretty easy to use, while response times are quick. You've got shortcuts to climate control, temperature control is pretty much instant, and the sat-nav will guide you home with just one touch. It's not the slickest system, but is very acceptable."



VICTORIA SAYS: "Every time you press a button, it goes, click, click, which is so annoying! Then when you turn off the lane-keep assist, you have to press and it asks 'Are you sure?'. This is unnecessary, because you wouldn't be there if you didn't want to do it. The screen design and the overall user experience aren't as nice as they could be, and the screen is too small."





SHORTCUT

The bank of quick-access functions on the driver's side of the display helps with navigating through the MG3's different functions

VOICE COMMAND

REX THE MG is the cheapest car in this test and as a consequence it has the most basic voice-activation software. The command system works via your smartphone and it will only connect through a cable, so as long as you're happy with Apple's Siri or Android's Google Assistant, then you'll be fine here.

The sat-nav, radio and fuel station location requests all worked well and the system gave us a brief weather report. The MG3 replied with a rather meagre "I can't help with that" in response to our heated seat command and our lane-keep assist request fell on deaf ears. The voice-activated system turns off after seven seconds of silence, which was one of the speediest in the test.

TOUCHSCREEN TEST



DISPLAY & NAVIGATION



DESTINATION

A relatively small screen meant the keyboard was tricky to use when on the move, although the large places of interest keys could come in handy



SETTINGS

The sub-menus open to reveal longer lists of functions, but if you get lost, you can simply press the home screen in the top right of the display



HOME

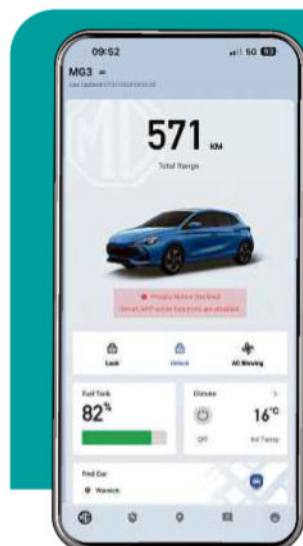
The small on-screen buttons need a deliberate press, otherwise you'll open a sub-menu. The row of physical climate and volume shortcuts below is handy



WHAT'S THE APP LIKE?

REX DON'T let the iSmart name fool you – the MG app is not the most intelligent car companion app out there, but it does offer some benefits. Being able to lock (and unlock) your car is handy if you're worried that you had forgotten to do so, while you can also set the air-con temperature and turn on the heated seats.

The app itself was rather difficult to set up, though, locking us out after several attempts. You also can't send sat-nav directions to the car – only to Google or Apple Maps on your phone. Plus it's important to make sure you download the correct MG app, because we counted no less than four others on Apple's app store.



10th

MINI COUNTRYMAN

SYSTEM: MINI Operating System 9

PROS Bright and colourful OLED display, wireless Apple CarPlay

CONS Quite a few sub-menus, sat-nav software suffers from glitches

REX JUST as with the rest of the modern MINI line-up, the Countryman pays tribute to its heritage by displaying the entirety of the dashboard on one central screen. The panel in question is a 10-inch OLED display that has plenty of colours, so it's undoubtedly pretty to look at. While the graphics are sharp, there's a lot of information on offer, so each section has its own smaller bit of display space, and this means things can get a bit busy.

On the plus side, you can operate it while keeping an eye on your current speed. There are a couple of physical buttons, but most functions are operated via the screen. With a bit of practice, the system is fairly straightforward to fathom, although you will need to memorise your way around a few sub-menus.

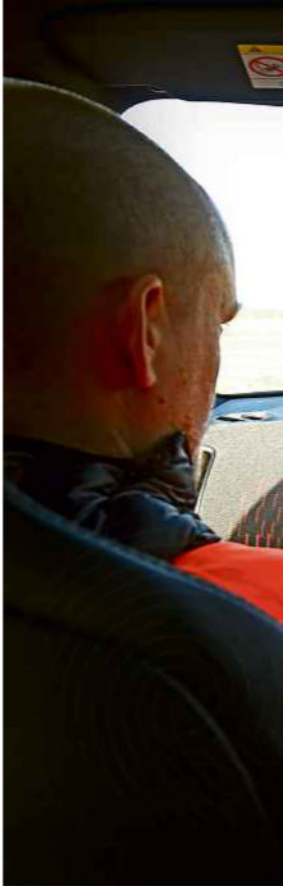
Temperature and heated seat and steering wheel controls can be accessed via shortcuts, but the fan speed can only be adjusted via a sub-menu. Apple CarPlay and Android Auto are included, but the apps are crammed into the centre of the screen. They are readable, but aren't as clearly displayed as in many cars.

If you can forgive the limited space, the software is pretty responsive, so you won't be left waiting around for the various menus to load. This particular MINI Countryman had previously spent several months on our long-term test fleet, and we did experience some glitches with the sat-nav system during this time. An over-the-air update could solve this problem, but it was one of the few major frustrations to be caused by an otherwise capable system.



AT THE WHEEL

The speedometer is located at the top of the screen, but the optional head-up display means you don't need to rely on that to check your speed. On-screen animations are well integrated with their functions



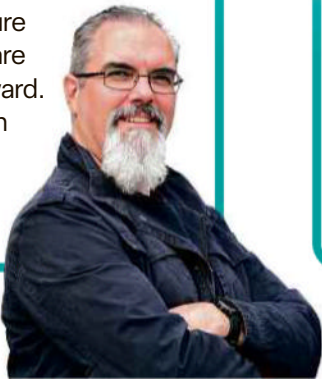
RESULTS

TOUCHSCREEN TASKS	TIME	RANK
Lane-keeping assistance task	10.4 secs	5th
Sat-nav task	15.7 secs	6th
Cabin temp. task	3.7 secs	3rd
Heated seat task	4.1 secs	7th
Radio tuning task	4.5 secs	2nd
Distracted lap time	+18 secs	2nd



TEST TEAM VIEWS

DEAN SAYS: "I quite like it, because it's straightforward to use. Even though it looks fairly funky, it's still pretty easy. There's a shortcut button to the Driver Assist, so you only have to press two buttons to turn lane-keep assist off. The controls for the temperature and heated seat are fairly straightforward. There is animation involved, but it doesn't intrude."



SHANE SAYS: "It is a very good-looking system. Obviously, it's all on the one central screen, but I experienced some problems with loading speeds, which could be down to the processor or maybe the phone signal. There are a few sub-menus, but nothing too irritating – although lane-keep assist requires you to scroll a bit to get to it. However, I think it's a pretty good system overall."



VICTORIA SAYS: "I'm a fan of the design, and the colour scheme for the map graphics is really nice. I liked how just about everything is on the main screen, such as the heating, the radio, the location – it's all very easy to find. For instance, if you press the heating, the menu just expands. You can see the seats and the steering wheel heating at once, so it's very straightforward."





VOICE COMMAND

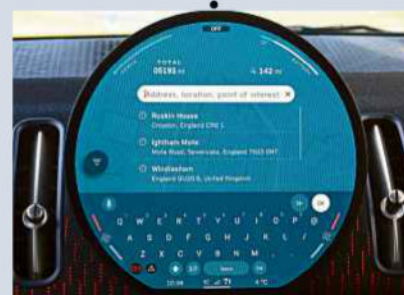
REX THE Countryman's voice activation can only be engaged by saying "Hey MINI" – but this can be turned off if you just want the system to start via the physical button on the steering wheel. The "take me to London" request (or any initial sat-nav input) results in the MINI asking "should I set the destination?". It then produces a selection of routes and automatically starts with the quickest one if you wait a few seconds.

A request to turn on the radio was dealt with quickly and a prompt to switch on the seat heating resulted in a response of "which seat should I turn on?", which feels a little needless to us. Asking the MINI where the nearest charging station is results in a list of nearby locations, with the car reading these out – you have to speak the number next to each one to choose. As for the lane-keep assist, the MINI didn't recognise this order. And, surprisingly, it responded "sorry, I don't know" to our query about the weather forecast.

TOUCHSCREEN TEST



DISPLAY & NAVIGATION



DESTINATION

Large screen offers a big keyboard and auto-fill addresses, too. You can have the map filling the whole screen (above) or shared with other functions



SETTINGS

Minimalist colours help when finding your way through the options, while a physical driver-assist button offers quick access to that menu



HOME

Main display shows apps in a nine-by-nine grid that can be scrolled down. CarPlay and Android Auto are viewed in a square in the centre of the touchscreen

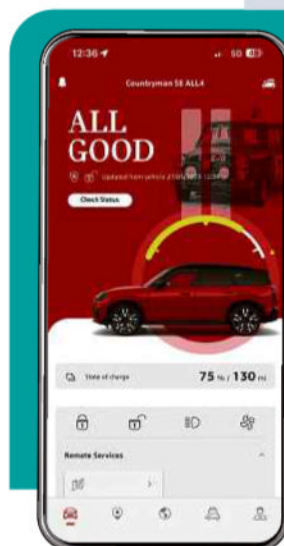


WHAT'S THE APP LIKE?

3rd

REX CUSTOMISATION is a key aspect of MINI ownership and this philosophy is embedded right from the start in the brand's companion app, allowing users to choose from a range of different 'themes'. Not only is it good to look at, MINI's app is also pretty slick to use; we found it to be one of the quickest and easiest companion apps to set up.

Users can schedule their MINI's servicing and maintenance, check the car's state of charge/fuel level, organise charging and even send sat-nav instructions directly to the Countryman's infotainment screen.



PEUGEOT E-3008

SYSTEM: i-Cockpit

- PROS** Good-looking, feature-packed, plenty of showroom appeal
- CONS** The touchscreens can be unresponsive, and it feels complicated to use when driving

REX THERE'S no doubt the Peugeot i-Cockpit set-up looks enticing on first acquaintance. It comprises a pair of digital displays that sweep across the top of the dashboard, with a wide driver information screen butting up to a similarly sized central infotainment touchscreen.

In the E-3008, there's an extra smaller touchscreen below the central touchscreen, split into six areas. Peugeot calls this the i-Toggle panel, because you can programme the areas with individual functions, and after a fashion they mimic the toggle switches you might find on a more 'analogue' set-up. Apple CarPlay and Android Auto connect easily – and wirelessly – and you can select profiles for different drivers, saving your infotainment preferences.

The driver info panel shows all the operational and eco information you'd expect from a high-spec EV, and using a button on the end of the right-hand stalk, you can scroll through a variety of preset configurations that give certain functions less or greater prominence. The central touchscreen has a left/right swipe function that allows you to swap between pages showing climate, media or navigation, and there's a comprehensive widget menu to launch each function's application page.

Some key functions can be accessed straight from the homescreen, and there's a home button to return you there. The i-Toggles provide a wide range of easily programmable one-touch functions, including phoning a favourite contact or selecting

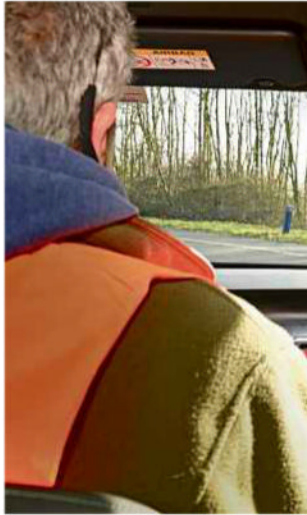
a radio station. You can even choose a one-touch massage, although our car massaged the passenger when the i-Toggle was set to massage the driver.

That's not the only glitch either, because in day-to-day use we've found the touchscreen frequently unresponsive without repeated touches or swipes, which can be frustrating and distracting in equal measure. And while there's plenty of content and features to play with, our testers have found the system complex and insufficiently intuitive.

SLOW GOING
Spending time confirming that the Peugeot's touchscreen actually did what you asked of it added precious seconds to its distracted lap

RESULTS

TOUCHSCREEN TASKS	TIME	RANK
Lane-keeping assistance task	15.3 secs	8th
Sat-nav task	11.6 secs	3rd
Cabin temp task	6.8 secs	=9th
Heated seat task	1.8 secs	2nd
Radio tuning task	19.3 secs	9th
Distracted lap time	+37 secs	9th



TEST TEAM VIEWS

DEAN SAYS: "There's a lot of toggles and shortcuts, to the point where the actual drive selector is very hard to find. The touchscreen itself was a bit temperamental and the media button didn't react until you hit it multiple times. There are extra programmable 'toggle' switches, but it feels as though you're always hunting around for different settings."



SHANE SAYS: "The screen is very busy. The secondary touchscreen 'toggle' bar is quite nice, but the whole system occasionally had a mind of its own. Not all the time, I admit, but it did like to put up a fight when you really didn't want it to. It wasn't too bad, but it just didn't feel convenient, and sometimes didn't want to do what it's supposed to. That was rather frustrating."



VICTORIA SAYS: "It's too much. I like that the screen is above the steering wheel height, so it's easy to see what you need, but the buttons don't always work, or are not responsive, so you hit them more than once to get what you want. Once I had to press multiple times to change the radio. So it's not great, and it all feels a bit cluttered with too much going on at once."





AT THE WHEEL

Shortcut keys below are useful, but sweeping animations and a slow response to inputs counter any benefits that they provide

VOICE COMMAND

REX THE E-3008's activation phrase is 'OK, Peugeot' and not once did it fail to listen after this had been said. The sat-nav will eventually start by itself if you don't choose one of the various routes or locations, which we quite liked. However, for specific places such as charging stations or the British Motor Museum, we had to confirm the destination was correct on the screen. The radio changed to BBC Radio 2 quickly when we asked, and there was a little note on the screen to acknowledge this.

Unlike some of the other cars in this test, both front heated seats turned on at our request. The weather report failed, though, saying "I didn't understand" before switching off. The lane-keep assist went through the same process.

There's no script on screen as you talk, but there is a feedback graphic that sadly doesn't match your speech. As for the automatic turn-off function, this takes a mere six seconds – the fastest in this test.

TOUCHSCREEN TEST



DISPLAY & NAVIGATION



DESTINATION

A logically laid out keyboard, points of interest and previous destinations help the E-3008 to set a route quickly, and the mapping is simple and uncluttered



SETTINGS

Changing options on the Peugeot involves at least one sub-menu, sometimes more, but climate shortcuts at the top of the screen are useful



HOME

Widgets are shown in groups of three and you sweep from side to side to access other functions, although the screen can be slow to respond

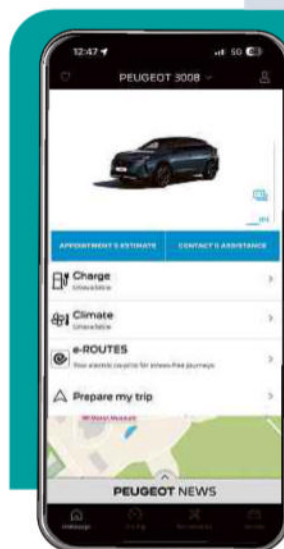


WHAT'S THE APP LIKE?

9th

REX IF you've spent any time on Peugeot's website, the company's smartphone app replicates its early 2010s-style HTML look brilliantly. Leaving aside aesthetics, the MyPeugeot app has all the standard features you'd expect including remote unlocking, plus the ability to monitor your car's fuel consumption or level of charge remotely.

We do like having the ability to remotely preset a specific cabin temperature and even defer charging an EV to a certain time, although we did find the app as a whole rather tricky to set up.



RENAULT SCENIC

SYSTEM: OpenR Link

PROS Google system is seamless for Android users, physical buttons for key controls

CONS Not so familiar for Apple users, some icons are small

REX DIGITALLY speaking, Renault has been in bed with Google for some time. The OpenR Link multimedia system integrates the tech giant's familiar tool box, including Google Maps, the Google Play app store and Google Assistant voice control, in an interface that borrows much from the Android smartphone operating system and Android Auto in-car app. Versions of it feature across Renault's more recent models, including the all-electric Megane, Scenic and Renault 5.

In the Megane and Scenic, the 12.3-inch portrait touchscreen uses a system of tiles to put your most used apps in view. It's intuitive if you're familiar with Android Auto, but Apple users may take more time to become familiar with it. There's wireless Apple CarPlay and Android Auto connectivity, if you prefer.

But the real advantage of Renault's system is that physical buttons are retained for all of the key functions. The climate control and de-misting settings have switches under the screen, there's a stalk on the steering column for the stereo and, in the Scenic, the press of one button can engage all your pre-selected settings for the various driver-assistance technology in one go.

The Google elements integrate pretty seamlessly with the car's own functions. A fixed menu along the top of the screen allows you to jump to the homescreen, the audio system, the phone menu, the app store or the vehicle's settings with one press. This ability to jump to your preferred location



in the menu system without having to return to the home screen is something a few other manufacturers could learn a lot from.

The touchscreen and the combined digital driver's display also change their appearance in line with the driving mode selected from Renault's Multi-sense menu, so it all looks and feels cohesive, no matter where you venture in the menu structure. There are up to 50 different apps that can be used on the car in the Google Play store and the real-time Google Maps navigation is top class, with routes altered for driver preferences, charging locations and warnings for issues along the route that seem accurate. For style and functionality, Renault's is one of the best systems around.



RESULTS



TEST TEAM VIEWS

DEAN SAYS: "It's decent. It was trickier to start with, since you need to know about the controls behind the steering wheel. But once you're familiar with them, life is a lot easier. This is a system that needs demonstrating to buyers, because as our test shows, using the shortcut buttons is a lot quicker than performing the same task via the touchscreen."



SHANE SAYS: "The Scenic's infotainment is a more complex system, but it's good because it's Google-based. However, I feel you'd have to get used to using it to get the most out of it. There's a personalised shortcut button that you can tailor to your needs, which I think would be a huge help if you own the car, although maybe the Renault system isn't the quickest to get to grips with initially."



VICTORIA SAYS: "Most of the test went well, but I found it hard to turn off the lane-keep assist, because it's a bit hidden. You have to find the setting, and although I figured that out before the drive, I couldn't find it when I needed it. Otherwise, the system felt good and the screen responded quickly enough. I thought generally it worked as it should, with no major problems."





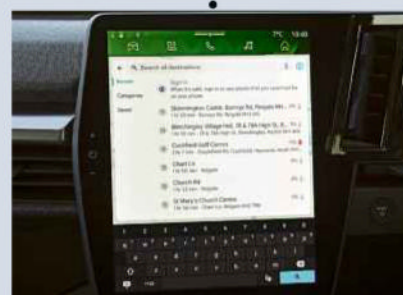
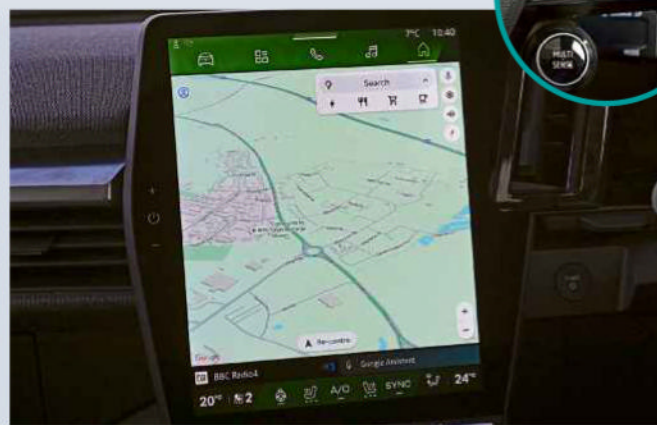
AT THE WHEEL

A large screen makes life easier in the Scenic, while setting up MyPerso (below) lets you configure the car's safety systems with two presses of a button located to the right of the steering wheel

TOUCHSCREEN TEST



DISPLAY & NAVIGATION



DESTINATION

Large portrait touchscreen offers a big keyboard and an even longer list of addresses, which will make it easier to find the location that you require



SETTINGS

Different options are divided between the five sub-menus across the top of the display, so you don't have to sift through lots of screens to find what you want



HOME

Screen size helps to display a lot of information, with large shortcut keys above and below, while permanent climate controls feature at the base

TOUCHSCREEN TASKS

TIME

RANK

Lane-keeping assistance task	19.6 secs	9th
Sat-nav task	9.7 secs	2nd
Cabin temp. task	4.3 secs	5th
Heated seat task	1.9 secs	3rd
Radio tuning task	7.7 secs	7th
Distracted lap time	+41 secs	10th

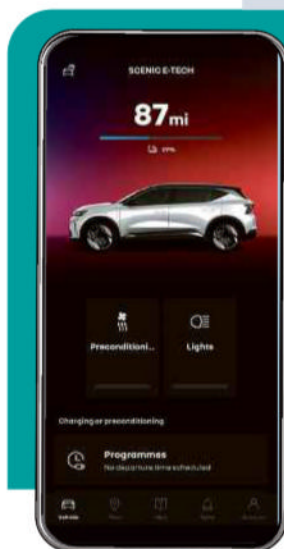
VOICE COMMAND



REX LIKE the Volvo (p54), the Renault uses a Google-based voice-recognition service. Our sat-nav commands were met with a single route, but it did show up relatively quickly. The radio was able to play BBC Radio 2 almost immediately, with audio confirmation of the choice. Again, the Scenic let us know audibly that our request for a change in temperature and the instructions to heat either front seat had been complied with.

The brief weather report was audio-only, and one of the few instances where we had to interact with the touchscreen was for the charging station search.

This gave a long list of potential top-up points – but it does select the first entry after a few seconds. The lane-keep assist, as expected by this point, couldn't be turned off, because we got a “sorry, I don't understand” message. The voice-recognition system switches off automatically after 11 seconds.



WHAT'S THE APP LIKE?

6th

REX BOASTING one of the flashier-looking interfaces out there, the MyRenault app isn't the most configurable, nor the most feature-packed. Still, we like how you can programme the air-con to pre-heat a car several times a day – ideal for when you start and finish work.

The ability to lock or unlock the car is notably absent, as is sending sat-nav directions to the car, although the latter is a common shortcoming of these apps. We also encountered several occasions when Renault's servers were down, preventing us from using the app properly.

SKODA SUPERB

SYSTEM: Skoda Navigation

PROS Huge, sharp touchscreen, intuitive infotainment system and brilliant Smart Dials

CONS Voice commands aren't always recognised



REX AT a time when most car manufacturers are doing away with physical buttons and switches for the sake of minimalist cabin design, and in certain cases to cut their costs, Skoda has not only kept these controls, but also added extra functionality to create the Superb's appropriately named 'Smart Dials'.

Each rotary dial houses a 32mm display, and is responsible for different functions that you can toggle between by pressing the centre. The outer two rotaries handle the cabin temperature and heated/ventilated seat controls, while the middle dial can manage up to four functions, including fan speed, drive modes and volume.

You might think cramming so many options into these little controllers would create another source of distraction for drivers. However, during testing, we found that using the Smart Dials feels natural very quickly. The most annoying thing in our opinion is that most Skodas don't have them.

The Superb also gets physical buttons on the steering wheel, as opposed to the often irritating touch-capacitive panels that sister brand Volkswagen uses on a lot of its models. Better still, you can use these buttons and the scroll wheels to deactivate the speed warning and lane assist without having to delve into menu after menu on the touchscreen like you normally would.

The touchscreen itself is an enormous, sharp and responsive 13-inch free-standing unit which every

Superb gets, along with a 10.25-inch Virtual Cockpit driver's display. The infotainment system is easy to navigate and highly customisable. For instance, it allows owners to choose where the shortcut buttons for their most-used functions go, with space for loads across the top and bottom of the central display.

Wireless Apple CarPlay and Android Auto are included as standard, too, along with a cooled wireless charging pad to help prevent your phone

from overheating. Finally, along with several other brands at the moment, Skoda has integrated ChatGPT into its voice assistant, Laura. The idea is the artificial intelligence chatbot will be able to answer general knowledge questions, including potentially complex ones. Unfortunately, we've been living with the Superb for a little while now, and found it sometimes struggles to recognise even simple voice commands. Yet that's about the only complaint we have with this excellent set-up.

RESULTS

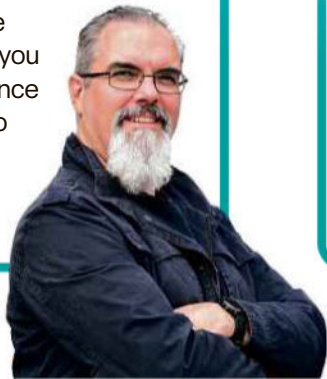
TOUCHSCREEN TASKS	TIME	RANK
Lane-keeping assistance task	6.6 secs	1st
Sat-nav task	8.7 secs	1st
Cabin temp. task	2.4 secs	2nd
Heated seat task	2.9 secs	5th
Radio tuning task	6.0 secs	6th
Distracted lap time	+22 secs	3rd

AT THE WHEEL

Knobs below the air vents feel a little flimsy, but they are useful to quickly adjust the cabin temperature and seat heating

TEST TEAM VIEWS

DEAN SAYS: "The temperature controls are rotary knobs which are good, but because they go up in half degrees, they're not necessarily the quickest to operate. And also pressing the same dial to get to the heated seat isn't as quick as having a separate button, because you have to press it once and then turn it to adjust the seat temperature."



SHANE SAYS: "I like the Smart Dials a lot. They're a bit flimsy, but function-wise, I think they're a really good bit of kit, and very straightforward. Physical switchgear speeds up the operation of the climate control and the heated seats, and you can even zoom in and out of the map, which is quite nifty. Everything on the screen is pretty straightforward, but the layout may be a bit busy."



VICTORIA SAYS: "The screen looks very sleek, and the icons are very well designed. But every time you press something, you change screens; it has a fade in, fade out effect, which I feel is unnecessary. When you want something, it takes half a second too long. When it can be quick, why is Skoda making it slower? I like that the heating is on the dial, because it's far quicker that way."



TOUCHSCREEN TEST

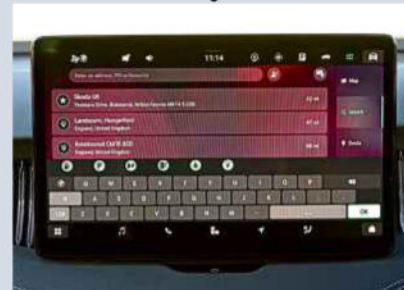


DISPLAY & NAVIGATION



DESTINATION

A big display means that while the keyboard looks small, it's easy to use. Rotary steering wheel controls (top) feel good and boost usability



SETTINGS

Skoda's latest system features lots of sub-menus, but the set-up is quick and there's a search function to help find the option you're looking for



HOME

The main screen is big enough that you can have a clear map and keep the audio and phone tabs in place. Voice control option takes up a lot of space, though



VOICE COMMAND



REX WHILE Skoda markets its voice-assistant technology as Laura, you can make up your own activation word. We found the default 'OK Laura' activation to respond perfectly, with "take me to London" and "take me to the British Motor Museum" resulting in quick choices of directions and the navigation starting soon after. Plus there were no issues with asking the system to change the radio station, the temperature or either heated front seat.

Asking for a weather update didn't go so well, though, because we got an "I'm not sure, sorry". But nearby fuel station locations and directions were speedily displayed upon request, and you then chose one by number. The Skoda was the only car to recognise our lane-keep assist command, putting the function on the screen for us to turn off physically. It took 12 seconds for Laura to stop listening after staying silent and as you speak, your words are displayed on the screen – which is a nice touch.

WHAT'S THE APP LIKE?

7th

REX GET past the annoyance of needing two keys to perform the set-up and you'll find the My Skoda App leans into the brand's ethos of being Simply Clever. Finding a charger by using filtering by power and sending it to the sat-nav is a breeze, while we like how you can set a specific temperature for the car to preheat to, and even turn on the heated windscreen on an icy morning.

Our favourite feature, when it's available, is the ability to pay for parking, all through MySkoda. This is handy because it negates the need to download countless other apps.



TESLA MODEL 3

SYSTEM: Tesla UI

PROS Smartphone-quick response, intelligent menus, large display

CONS No CarPlay or Android Auto, not backed up by physical controls

REX TESLA arguably invented the touchscreen infotainment system as we know it now. Its first cars, such as the Model S and X, had massive displays and new-age interface design, but it was the Model 3 and its floating 15.4-inch panel that brought this type of interface to the masses.

So despite being more than five years old, Tesla's system is still right at the top of the class in terms of ease of use, responsiveness and functionality. Model 3s are without any form of separate driver's display, so the home screen uses a 60:40 split in its normal setting, with the right-hand side close to the driver having a consistent display of the car and its surroundings, with your speed and the speed limit placed above and a small variable window below. This shows current media, trip and tyre pressures.

A clever shortcut to the specific lighting or wiper controls pops up temporarily when you click the steering wheel-mounted buttons, giving quick access to deeper functionality, such as wiper speed. This can be controlled on the screen or by the left-hand scroll wheel on the steering wheel.

The left-hand side of the screen is where the navigation lives, and it's intuitive, quick to react and has good routing capabilities. Adding second or third stops to your journey is also a breeze.

There is a static section at the base of the display that shows your interior temperature, plus an arrangement of favourite 'apps'. Cleverly, if there's someone sitting in the passenger seat, a second

temperature control will appear, and if you click either of the temperatures on the base, a full climate control pop-up will temporarily show on the main screen.

The main app menu is also accessed through this section, which will open floating windows on top of the mapping. If your nav is active, next-turn prompts will pop up on the driver's section, but the main nav screen can be easily reached with a quick swipe down. It takes almost no time to get to grips with.

The high-resolution screen is very fast to respond, bright and easily on par with a modern smartphone in terms of responsiveness. Tech has always been a core part of the Tesla experience, and so it continues to be.



RESULTS

TRAILBLAZER

While the Tesla does things differently, with no starter button – the car is on as soon as you're at the wheel – and indicators selected via a switch on the steering wheel, it soon becomes second nature to use

TEST TEAM VIEWS

DEAN SAYS: "The climate controls were easy to set. The lane departure wasn't quite as simple, because it's in a secondary menu. There are a lot of menus here that you've got to break down and go through. The touchscreen is good, but other cars have the option to not use the touchscreen at all, which I think is always preferable. Here, you're just stuck with it."



SHANE SAYS: "It's a Tesla, so it's a technology piece first and a car second, at least in my eyes. It's pretty straightforward to understand, and even if there's plenty to do in there, it's logical and quick. The sat-nav took a bit of time to load, but that could perhaps be down to the car's location and weak connectivity. I've no major complaints really; everything is very logically laid out."



VICTORIA SAYS: "It's very nice. The only thing that I would change is indicating, because the controls are actually on the steering wheel instead of a column-mounted stalk, which takes a while to get used to. The screen is very intuitive and it's easy to find everything that you're looking for, because the menus are well separated and laid out."





AT THE WHEEL

Tesla's massive display is used for everything, including mapping, music, gaming and drive selection

TOUCHSCREEN TASKS

TIME

RANK

Lane-keeping assistance task	11.7 secs	6th
Sat-nav task	13.7 secs	4th
Cabin temp. task	4.4 secs	6th
Heated seat task	6.6 secs	10th
Radio tuning task	5.4 secs	4th
Distracted lap time	+32secs	7th

VOICE COMMAND

REX WITH the Model 3 (and most of our cars on test) you'll find a choice between activating the voice command with speech or through a button on the steering wheel – it's one of the few physical buttons in the Tesla's cabin. The sat-nav works well and comes up with routes quickly, although we had to confirm our choice, which felt like an unnecessary step. The Tesla thought our "take me to British Motor Museum" request was a joke at first, although it understood the instruction the second time around. The navigation to the nearest charging station was pain-free, though.

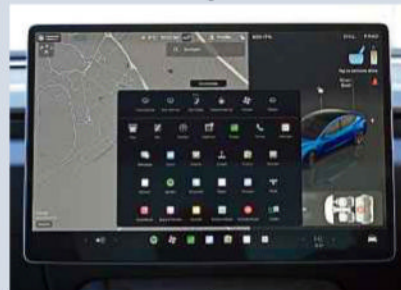
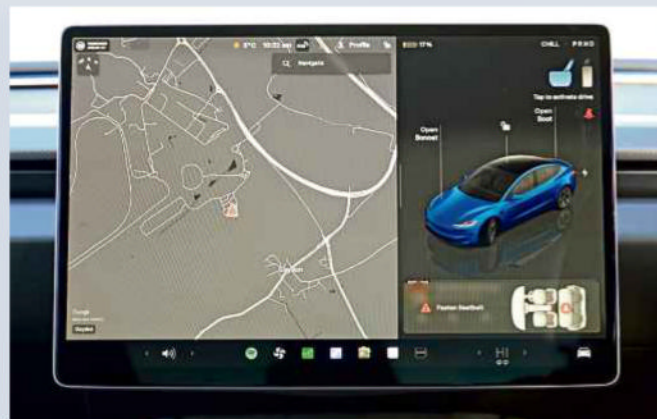
The radio station played almost immediately and the temperature setting worked perfectly as well. Our "turn off lane-keep assist" was not understood, though, with the car replying "could not turn off climate keeper". The Tesla does give a useful script of what you're saying, however, so you know it's getting your words right, and it takes 15 seconds to automatically turn off after activation.



TOUCHSCREEN TEST



DISPLAY & NAVIGATION



DESTINATION

Huge screen offers a big keyboard and useful shortcuts to recent destinations or Superchargers that are nearby. Mapping is clear and simple to read

SETTINGS

There are numerous widgets to select from, which appear in a smaller frame so you can select the functions behind it. The shortcuts below are on the small side

CONTROLS

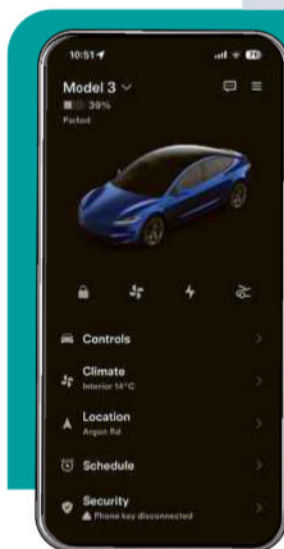
Tesla has even eliminated the traditional indicator stalk, so the roller switches on the steering wheel are used for multiple functions

WHAT'S THE APP LIKE?

1st

REX TESLA'S cars are all about the tech, so it's no surprise that the brand's companion app is one of our favourites to use. Features such as live exterior feeds via the Sentry Mode cameras, route planning via the Supercharger network and the ability to 'summon' the car from a parking space make the app truly stand out.

But it's the small detail we appreciate most. For example, rather than just enabling you to turn on the climate controls and pre-heat the cabin, the app lets you specify a temperature – something that we're surprised other brands don't offer.



VOLVO EC40

SYSTEM: Android Automotive

PROS Android smartphone compatibility, Google Maps built in

CONS Relatively small screen, no shortcut buttons

REX VOLVO has followed the same route as Renault and incorporated Google's Android Automotive operating system into its cars. It's offered across the entire range, while sister brand Polestar uses the same set-up with its own fonts and graphics. However, despite the software behind the operating system being the same as the Renault Scenic's in this test, the EC40's is running on a nine-inch portrait touchscreen that was first introduced when the original XC40 arrived in 2017.

The C40 coupé-SUV joined the line-up in 2021 and both it and the XC40 were revised in 2023 when Android Automotive was introduced and the electric versions changed their names. But the dash layout remained unchanged, so as well as the screen being smaller than newer models here, there's one physical button beneath the display and a row of basic shortcuts for the hazard-warning lights, front and rear window heaters, a large volume knob and audio controls, plus a drive-mode switch.

The portrait-orientated screen is close enough for the driver to use, and has the climate controls as a permanent fixture across the bottom of the display - they eat into the available space, but are relatively easy to use. The screen itself is sharp, and a swipe down from the top presents you with various app buttons, although because of the panel's size, they're a little on the small side.

Apple CarPlay and Android Auto are included, but these two systems are wired. If you have a

Google account, then you can sign into the car directly to use the software giant's built-in apps. These include Google Maps, which is just as quick, easy and reliable to use as the smartphone version, while Google Assistant voice recognition offers a wide range of functionality. You can integrate the car's system with compatible devices (smart home thermostats, for example), while there's four years' worth of unlimited mobile data for you to use. We've found the system takes a little while to set up, but is seamless in operation once activated.

TIME TEAM

Most of the Volvo's functions are easy to find within the touchscreen, which helped it to achieve a good result in our test

RESULTS

TOUCHSCREEN TASKS	TIME	RANK
Lane-keeping assistance task	9.7 secs	3rd
Sat-nav task	14.0 secs	5th
Cabin temp. task	4.2 secs	4th
Heated seat task	3.2 secs	6th
Radio tuning task	5.7 secs	5th
Distracted lap time	+12 secs	1st



TEST TEAM VIEWS

DEAN SAYS: "I found this pretty simple to set up. You have to go into a sub-menu to turn the lane-keep assist off, but it's just a case of finding the menu, pressing the button, and it's deactivated. There's a layer of complication on the heated seat, because there's a heated steering wheel, too, which makes things trickier when driving. But generally it's all good."



SHANE SAYS: "As you'd expect of a Volvo, everything's quite logical as far as the layout goes. The sat-nav system is Google Maps - great when it's working, but I thought it was very slow to load. The lane-keep assist is only one sub-menu and one switch away, while the climate control and heated seats are on buttons at the bottom of the screen, which are quite responsive."



VICTORIA SAYS: "I definitely prefer the vertical screen, especially when it comes to the maps, because you can see more of where you're going. I think that it makes for a better user experience. I found using the system was very straightforward, and the graphics and design help make it extremely simple to use. Everything's well separated, too."





AT THE WHEEL

Making the climate controls, seat and steering wheel heating a permanent fixture at the bottom of the screen simplified some functions, but there aren't many physical alternatives

VOICE COMMAND

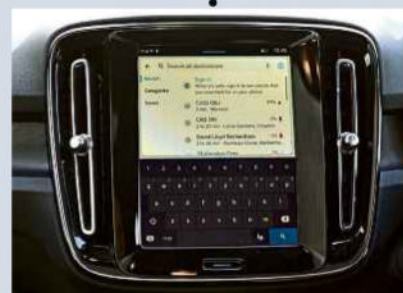
REX THE Volvo EC40 uses a Google-based infotainment system so the voice-recognition tech works in the same way as any other set-up running the firm's software. You simply start by saying 'Hey Google' and the voice recognition begins almost immediately, with a note on the central touchscreen saying 'Hi, how can I help?'. To work the sat-nav we had to say "directions", then we could request directions to London or the British Motor Museum.

The radio request command worked perfectly, as did the heated seats, which can also be chosen individually. The ambient temperature was also set without hassle, and the tech pointed out a list of the nearest charging stations. The weather description was only a brief audio-only statement, though. After turning the voice-recognition service on, you'll have to wait 23 seconds for it to stop listening.

TOUCHSCREEN TEST



DISPLAY & NAVIGATION



DESTINATION

Volvo's screen is on the small side, so the keyboard is a bit cramped. Google's live mapping is at the mercy of the signal available at your location



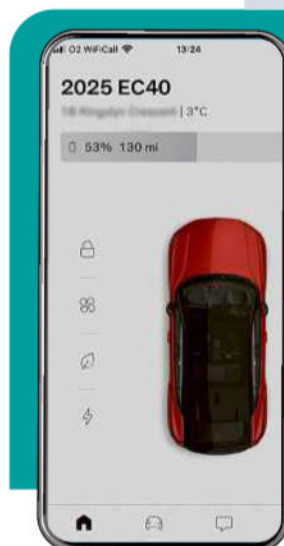
SETTINGS

Simple sub-menus offer quick access to various options, although navigating them can be tricky thanks to the small on-screen buttons



HOME

Solitary physical button below the screen gets you back to the main menu; sweeping down from the top brings up the app display



WHAT'S THE APP LIKE?

REX IN typical Swedish fashion, Volvo's car companion app is minimal in terms of design – and, sadly, functionality. On the positive side, however, there's no getting lost in menus and we found it was easy to adjust charging settings, such as the maximum percentage.

But it was a bit of a pain to set up, requiring two keys to be present at the same time. Plus, despite Volvo models using Google software, we couldn't find a way to send sat-nav directions to the car, and were only able to copy and paste directions to the Maps app on our phone.

5th

RESULTS STARS OF THE SCREEN

It's a company renowned for its Simply Clever approach that impressed us most

REX MEASURING and comparing the 'distraction' potential of competing car touchscreen systems can never be an exact science, because in real life there's always going to be a subjective or inconsistent human factor in the mix: the driver.

Different people have a range of intuitive responses to graphics and menus; they may be more or less exact with their touchscreen inputs or simply require longer thinking pauses while responding to prompts provided by the system. And of course, some eyes are better than others at identifying smaller icons and letters. That's why we selected a trio of drivers for our test to provide a range of responses, allowing us to generate a series of average times that are broadly representative of the majority of drivers.

Having completed the test, and before calculating the results, we asked our drivers for their off-the-cuff feedback on the systems they'd just driven. Their individual top-10 listings, based only on their 'distracted' driving laps, closely mirrored the calculated results shared here – especially for those cars at the top and bottom of the table.

Individual drivers will, of course, make different demands of their touchscreen systems, but we've provided our average task times for each car to help you to make your own judgements based on the touchscreen functions you find most important. These are the best – and the worst – touchscreen systems for distracted driving, based on our exclusive test.



VERDICTS
Our judges also asked the testers for their comments after each drive, and their opinions strongly echoed the results recorded below

TIMES								
MAKE	TEST 1 Turn off lane-keep assist	TEST 2 Turn on sat-nav, select 'home'	TEST 3 Raise cabin temp by 2°C	TEST 4 Turn on heated seats	TEST 5 Tune to Radio 4	DISTRACTED LAP TIME	SLOWER THAN NORMAL LAPS	RESULT Average test times
Skoda	6.6s	8.7s	2.4s	2.9s	6.0s	2m44s	22s	4.8s
Mercedes	7.0s	16.5s	6.8s	2.0s	3.2s	2m52s	30s	6.8s
MINI	10.4s	15.7s	3.7s	4.1s	4.5s	2m40s	18s	7.2s
Volvo	9.7s	14.0s	4.2s	3.2s	5.7s	2m34s	12s	7.4s
Tesla	11.7s	13.7s	4.4s	6.6s	5.4s	2m54s	32s	7.8s
Renault	19.6s	9.7s	4.3s	1.9s	7.7s	3m03s	41s	8.1s
MG	10.4s	18.1s	5.3s	5.0s	5.4s	2m49s	27s	8.6s
Ford	13.4s	24.8s	4.7s	1.5s	8.1s	2m48s	26s	10.1s
Peugeot	15.3s	11.6s	6.8s	1.8s	19.3s	2m59s	37s	10.4s
Genesis	22.6s	19.3s	2.3s	6.3s	19.7s	2m58s	36s	13.6s



HOW THEY FINISHED

1st Skoda

CONGRATULATIONS are due to Skoda for providing the least-distracting touchscreen set-up in our test, helped by a win on both the lane-keep assist and sat-nav tasks. The Skoda's old-school ventilation dials were liked by our test drivers; that put the car right at the top of the pile for the cabin-temperature task – but the Genesis just pipped it to pole position there. The times for the heated seat and radio-tuning tasks were middle-of-the-road, so there were no real areas for criticism – a fact reflected by an overall score that was a chunky two seconds better than our runner-up.

4th Volvo

OUR testers found this touchscreen system straightforward and logical, although the sat-nav task was hit by slow loading of Google Maps. The car's best result was third place on the lane-keep-assist task, with the control just one sub-menu click away from the home screen. Its worst effort was sixth place in the heated-seat task – it's just one touch for the passenger side, but the driver's seat control throws up the option of selecting seat or steering-wheel heat, costing valuable time and focus. That said, it was the Volvo that completed distracted laps closest to the undistracted times.

7th MG

THE average for task times was 3.8 seconds behind the best in the test, and our judges tripped over some potentially distracting 'quirks' in the MG's touchscreen system, including a camera set-up that activates during turns and overrides the menu you might want. There's also an 'are you sure?' button to press when switching off lane-keep assist, which judges deemed unnecessary. In other respects, the system was responsive and quick, but the small screen meant some controls were difficult to select accurately. The MG's best result was a third place for the radio-tuning task, and its 'distracted' lap time was fifth best.

9th Peugeot

THE eye-catching suite of screens in front of the Peugeot's driver certainly looks impressive, but our distraction test scores suggest the French company could have spent a bit longer finessing the way they work. Our test drivers complained of temperamental responses to touch or swipe commands, laggy load times, complicated menus and just 'too much going on'. The result is a huge gap in the 'distracted' lap time compared to the best in the test, although the Peugeot did manage second place for the heated-seats task thanks to its additional row of 'mini touchscreen' shortcuts that make life much easier.

2nd Mercedes

TESTERS liked the clarity and size of the Merc's touchscreen, as well as the helpful shortcut buttons, and found it responsive. The car came second in the lane-keep-assist task, but was victorious in the radio-tuning task. However it wasn't all rosy for the Merc, because it finished equal last with the Peugeot on the cabin temperature-adjustment task, which took an average of nearly seven seconds. The fourth place for the heated-seat task was interesting, because there's a physical switch for it on the door, but the time taken wasn't far behind the leaders.

5th Tesla

THE brand that disrupted dashboard tradition to kick off the touchscreen trend only manages a mid-table ranking. Our testers were generally positive, though, saying menus were logical and that the size of the big central screen was a help. The Tesla's best results were fourth places for both the radio tuning and sat-nav tasks, although the nav loading times came in for a bit of criticism. Elsewhere, there was less enthusiasm for some of the menu navigation, and Tesla came last on the heated-seat task. It also took a hit in the 'distracted' lap times, with drivers losing more than half a minute.

8th Ford

OUR test Mustang with the latest Ford touchscreen system came home in a disappointing eighth place, with judges blaming slow processing speeds for some of its problems. Some testers liked the expanding windows within the screen menus more than others, but generally a potential better performance was denied by laggy screens at critical moments. That seems to be confirmed by a decent fourth-best 'distracted' lap time, whereas the Ford came dead last in the sat-nav task as drivers waited for screens to load. The Mustang provided the fastest heated-seat task time, but its touchscreen failed to impress elsewhere.

10th Genesis

IF there's a prize for 'most distracting touchscreen', the Genesis clinches it, with a system that our testers admired for its visual style, but found significantly wanting when it came to some aspects of functionality. In particular, testers found it difficult to navigate from one part of the system to another, because of unintuitive menus and an overly sensitive screen. The 22.6 seconds it took to turn off lane-keep assist is a good example of this. A BMW iDrive-style wheel controller was a positive, as was a win in the cabin-temperature task, thanks to an easily accessible dial control. Otherwise, the numbers paint a pretty bleak picture.

3rd MINI

THE latest MINI touchscreens combine funky design with generally straightforward operation, with our testers complimenting the system for having most of the major functions on the home page, and therefore easy to find. That said, the MINI only managed to break into the top three on the cabin temperature and radio-tuning tasks. A sixth place for the sat-nav task was disappointing, but there were some relatively slow loading times for drivers to contend with. The MINI also finished second when it came to the closest lap times when driving focused and 'distracted'.

6th Renault

OUR testers were generally positive about the system's responses, but said it felt complex initially and that more time with it – and greater awareness of some of the programming features, such as the one-touch switching for lane-keep assist – would have seen it score higher. That same degree of familiarity may not be as important with some higher-ranked systems, they felt. Even so, the Renault came second and third in the sat-nav and heated-seat tasks respectively. There was a fifth-place finish in the cabin-temperature task, but the Renault recorded the slowest 'distracted' lap-time.



OUR VIEW

Chris.Rosamond@autoexpress.co.uk

SADLY, most drivers have limited opportunities to try infotainment systems before choosing a new car, and most appear feature-packed and come dripping with showroom appeal.

Our own touchscreen test scores mirrored the perceptions of our judges on the day, and as a result we don't think the latest Skoda set-up can be beaten for distraction-free driving. Mercedes, MINI and Volvo are also to be commended.

However, it's clear that individuals respond differently to particular systems. So although we've highlighted some of the problems inherent in a variety of manufacturers' systems, and commended others, what we're really recommending is a thorough system test-drive of any car you're thinking of spending the next two or three years with. That's the best way to try to ensure you get a set-up that you're comfortable with – and doesn't distract you unduly, putting you, your passengers and other road users at risk.

TOP 20 DRIVERS' A



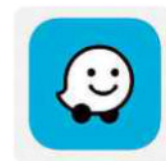
Smartphone apps have infiltrated every element of our lives, but which are the essential ones that should be on every driver's device? We've picked out 20 you should have at your fingertips

REX Alastair Crooks
and Ellis Hyde

Waze

DEPENDING on your choice of phone, it will either come with Google Maps or Apple Maps pre-installed, both of which are very good alternatives to your car's sat-nav. But the alternative to the alternatives is Waze, which uses real-time information from its approximately 190 million monthly users to provide faster routes and quicker re-calculating, if data shows there's traffic ahead.

Other clever features include scheduling your trips, meaning you can save a route and Waze will tell you when is the best time to leave. Plus, if you need to urgently fill up with petrol, Waze can tell you where the nearest fuel stations are and how long it will take to get there. The app is also compatible with Apple CarPlay and Android Auto.



What3words

LIFESAVER is a term that gets thrown around a lot, but What3words really could save your life when you need to pinpoint your exact location to breakdown assistance or the emergency services.

If you've not heard of What3words before, the app divides the world into three-metre squares and gives each one a unique combination of three words you can share for others to easily find you. Alternatively, if friends or family send over a What3words code to help find their house, you can use Google and Apple Maps to plan a route. You can also save locations in the app.



POWER IN YOUR PALM

Most of us have a smartphone, and the range of apps we can download is staggering. Our top 20 picks will get you started, but there are plenty of others

APPS



MUST-HAVE APPS

Mileage tracker by MileIQ



RECORDING your mileage can be tedious, but it's hugely important for company car drivers in order to get properly reimbursed. The mileage tracker by MileIQ is designed to remove all the hassle, by automatically tracking your drives, and allowing you to send reports directly from the app.

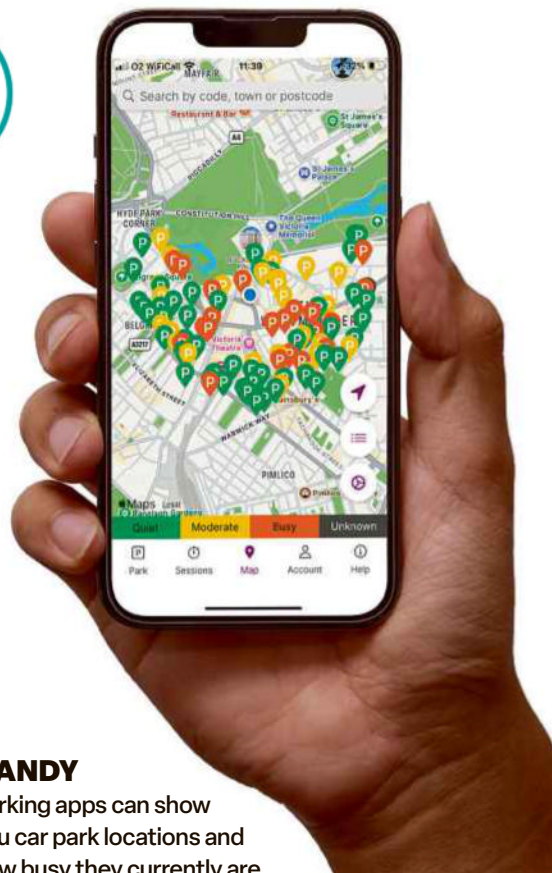
Users can add their working hours to the app, too, so MileIQ knows when your mileage is business-related, or you can classify whether a trip is personal or for work with a single swipe. Sign up for free and you get 40 drives recorded every month, while for a fee of £50 a year you get all your trips recorded.

Cuvva



NOTHING is worse than going for a ride in your mate's two-seater on a beautiful sunny day along an empty, winding road, but not being allowed to get behind the wheel yourself because you don't have insurance.

Cuvva allows you to get short-term, fully comprehensive insurance on someone else's car for between one hour and 28 days – and you only pay for the amount of time you need. It's all done through your smartphone and is super-fast, because you just need to enter the car's registration number, your details and declare any incidents from the past three years. You can also add 24/7 breakdown cover for just 99p.



HANDY

Parking apps can show you car park locations and how busy they currently are

RingGo



OF the dozen or so parking apps available these days, RingGo is one of the most highly rated and focuses on being user-friendly, because it's sold on allowing you to "pay to park in seconds".

Once you've registered, you can either provide a location code or find somewhere to park using the built-in map, which also shows you how busy it is there. Then simply select your car's registration, how much time you need and your payment method. Done. You can also check how much time is left on your current session, get reminders to avoid tickets or extend it if you need longer.

Traffic Run!



ELECTRIC-car drivers have plenty of ways to occupy their time waiting for a public charger to become free or for their EV to get topped up. While some can be productive, many of us would much rather watch videos or play addictive smartphone games such as Traffic Run!

It's all about timing, because you have to tap your screen and hold to try and slip your car into the flow of traffic, without hitting any other vehicles, and reach the finish line. As you would expect, each level gets more complex and you unlock extra challenges the more you complete.

Petrol Prices



WITH fuel prices constantly fluctuating – usually in an upwards direction – we recommend everyone get the Petrol Prices app, because it sniffs out the cheapest petrol or diesel in your area. It's free to download, and is claimed to be able to save up to £240 a year on fuel by comparing prices.

Users can filter search results by the specific fuel they need, what facilities are at each location, and if there are any promotions on at the moment. If you create an account, you can update any incorrect information or set helpful reminders about your car, such as when to think about booking an MoT.

Smart Dash Cam



THERE are some great, affordable dash cams on the market these days, but when it comes to price, it's hard to beat the Smart Dash Cam app, which turns your smartphone into a dash cam for free. It's quick and easy to set up, features collision detection and uses continuous loop recording, meaning it overwrites old footage once your device's storage is full.

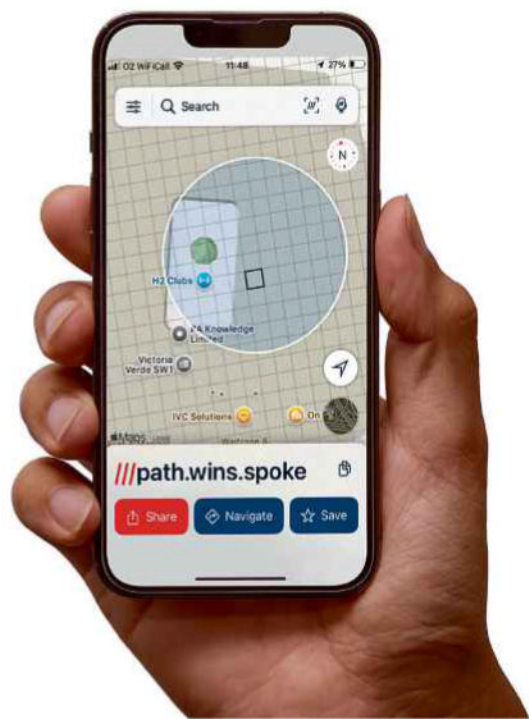
There are lots of settings for you to play with, including the video resolution and frame rate, to help capture the best footage or maximise your remaining storage. You also choose whether you record footage with or without audio. Finally, video captured in the app can be shared via email or uploaded to the cloud, so you can keep a permanent record.

JustPark Parking



JUSTPark says it offers users more than a million parking spots across the UK, because its network includes public bays and private driveways, to hopefully get you as close to your destination as possible.

You can book parking for 10 minutes up to a month, with spaces available on a rolling monthly basis and special weekday pricing available. EV drivers can also rent other people's home wallboxes, which is handy if you don't have one or the public charging network in your area isn't great. You can use Apple's Siri digital assistant to find nearby parking spaces while on the go, too.



Find My Parked Car

FOR drivers who don't have the best memory in the world, or are fed up with wandering around car parks hoping to stumble across their motor, the Find My Parked Car app is here to do exactly what it says on the tin.

As soon as you find a parking space, simply open the app to save your location, and when it's time to go home, you're given directions back to your car through Google Maps. You can also add a timer if you're in a pay-and-display car park, and take pictures or make notes, which come in handy when trying to find the right floor in a packed multi-storey.



CityMapper

UNSURE your car is the best option for a trip? Then check out CityMapper. As the name suggests, the app maps out a city with a focus on public transportation. To use it you simply enter your start and end locations on the map and press 'go' - then your journey will begin with all forms of available public transportation at your fingertips.

The app initially started in London in 2011, but data for global cities and plenty of others in the UK have been added to CityMapper since then. Keeping live transport times fresh is CityMapper's ability to pull data in from local transit authorities, employees or user-generated data.



Spotify

IF you have Bluetooth connectivity in your vehicle and you have a Spotify subscription, chances are you've used the Spotify app. The firm's 'Car Mode' was removed in 2023 after some criticism and today the app is a simple way to enjoy your favourite music or podcasts.

With Apple CarPlay or Android Auto, if you connect Spotify to your car's screen, you'll notice the design is slightly different and some functions - such as the keyboard - are removed while driving for safety reasons. Not only will Spotify give you the option of saving songs, audiobooks and podcasts to playlists, but it can suggest new things for you to listen to as well. In 2023 the company added a new feature to its service called 'DJ X'. It's essentially an AI-generated radio DJ that will play songs you've listened to and some songs it thinks you'll like based on your history.



MUSIC FOR THE MASSES

Spotify is an easy way to listen to your favourite music, audiobooks and podcasts when you're on the move

Zap-map

FOR EV drivers, Zap-map is an absolute must-have app. It's the UK's most popular smartphone app for searching, planning and paying for charging - designed to make life with your EV hassle-free. Since its launch in 2014, Zap-map has put together a comprehensive map of the country's charging stations with more than 95 per cent of them listed on the app.

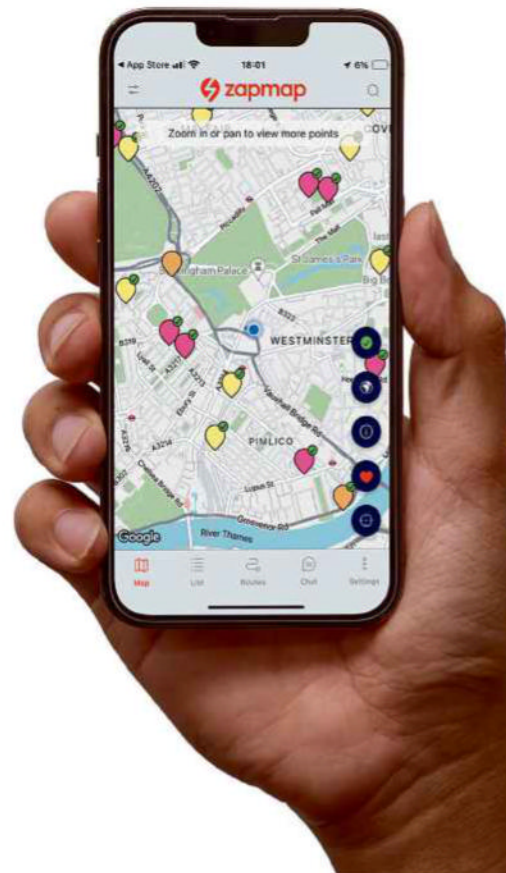
It gives live updates on chargepoint status - whether it's in use, free to use or unavailable for some other reason. The app also provides the price of charging (per kWh), so you can account for that when choosing where to top up your EV. You can also pay at selected stations with Zap-map's easy Zap-pay method.



Roadtrippers

THINKING about making a road trip across the US, Canada, Australia or New Zealand? If so, the suitably named Roadtrippers app will be a great companion in your smartphone.

Available either as a free app or in ad-free Pro form, Roadtrippers is a user-friendly mapping service that can plan out a lengthy route across the country with advice on fuel stops, dining and accommodation as pitstops along the way. For those with RVs (recreational vehicles), motorhomes or large vehicles, the app can also take their weight and dimensions into account and come up with suitable routes.



Tile

NERVOUS about losing your car keys, wallet or handbag? The Tile app ensures you'll never have to worry again because it's designed to find lost items, thanks to Bluetooth monitoring. There are several 'tiles' to choose from and all weigh less than 15 grams. Once you've picked, you then attach a 'tile' to items.

There's the fob-like 'Pro', which has a one-year battery life and is good for bags or key rings. Then there is 'Mate' with a three-year battery life, the credit-card sized 'Slim' and the 'Sticker' that can be attached to any flat surface.

To use the app, you can simply ring Tile from within the Bluetooth range (up to 500ft). You can also use the 'find my phone' function or 'view the last known location' via the map. There's even a 'Tile Detector' that fills with green circles the closer you get.



Fuelli

KEEPING an eye on your motoring expenses can be difficult, but lightening the load is the Fuelli app. It tracks your fill-ups and fuel consumption to give you reports that help you understand your car's fuel costs.

You can compare these outgoings over time to see if any trends are emerging - viewing this information either via the app itself or on the Fuelli website. There are almost 700,000 Fuelli members with almost 1.1 million vehicles on the app and 15.6 billion miles of road tracked. All of this data is viewable and comparable to ensure you're not wasting fuel and money.



RAC (myRAC)



THE myRAC app is a great tool for drivers in the UK. If you're covered by the RAC for breakdowns, then it's a must-have because it'll allow you to contact the service, give details of your car's breakdown, and receive updates on recovery.

You can set up profiles for multiple vehicles on the app to make it easier for the RAC to track your recovery needs, and these can also store data on your cars with helpful reminders on MoT, tax and servicing. Plus, there's a handy section that will give you the location of fuel stations and daily updates on the UK's average petrol and diesel prices.

VBOX



IF you don't trust the manufacturer's claims or just want to know what real-world performance you can get from your car, VBOX is a particularly good app to test your car to the limit. Developed by renowned motorsport expert Racelogic, VBOX is available on the App Store and Google Play.

The Sport Performance Test version of VBOX uses GPS to record braking and acceleration tests, maximum G-readings, top speeds, average speeds and much more. The VBOX Laptimer (a separate app also developed by Racelogic) can even map out a circuit and display current and best lap times.

YouTube



ONE app every driver should have on their smartphone is YouTube, where you can watch the Auto Express channel to keep you up to date with the latest news, reviews, features and more.

Stuck charging your EV? Well, YouTube can help you run down the minutes of those dull charging bay stops. The app now features connectivity to the car to play audio through Bluetooth or Apple CarPlay. But video isn't available, because YouTube doesn't want footage to distract the driver.

National Highways (National Highways reporting app)

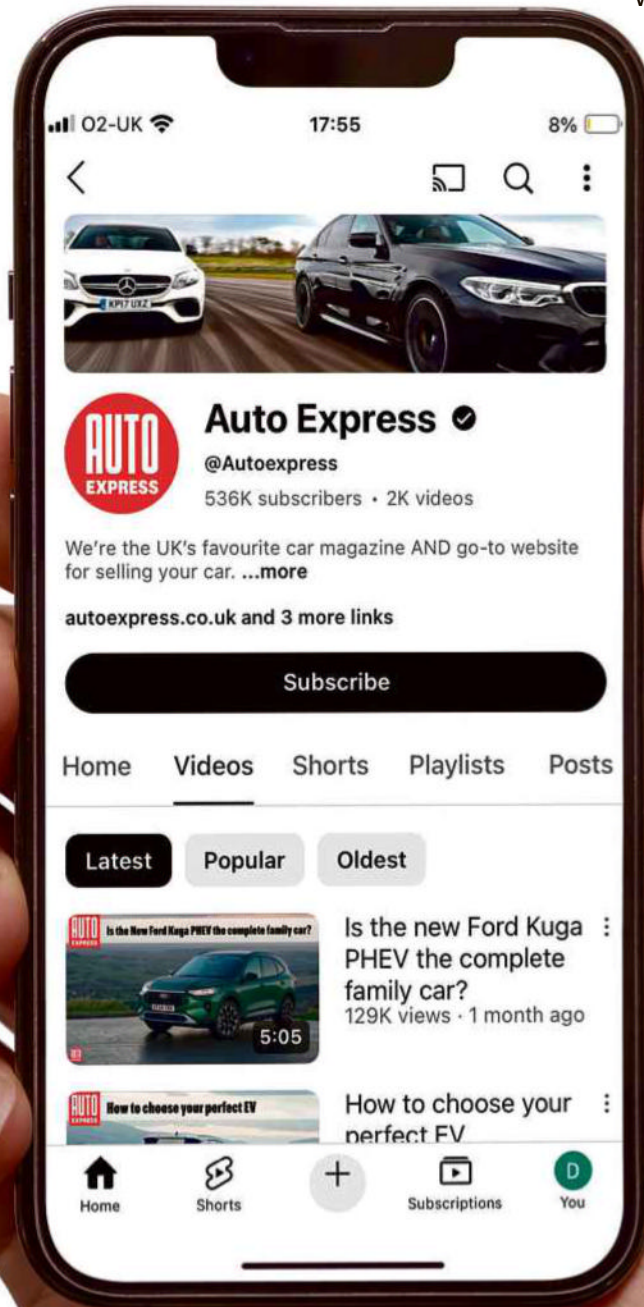


IF you're looking to do your part and keep England's road network running 'relatively' smoothly, then check out the National Highways reporting app. Formerly known as Highways England, National Highways set up the app with help from 'FixMyStreet Pro' – itself a reporting tool for roads and environmental issues.

The National Highways reporting app allows users to flag up problems about the road network managed by National Highways. This includes things such as potholes, fallen rocks and trees, animal dangers and any other concerns through the app. To set up the app you have to save the website address for the National Highways 'report a problem' to your phone's home screen. You can then use it like any other app on your mobile after that.

VIDEO TIME

The Auto Express YouTube channel is a great way to catch up on everything automotive while you're waiting for your EV to charge



THE DATA DILEMMA

HOW MUCH DOES YOUR CAR KNOW ABOUT YOU?

Our cars' computers record more details about your personal life than you probably know about, and the risks to your privacy could be devastating

UNAWARE

Many UK motorists don't realise – and possibly don't care – that their cars know so much about how they're driving and, increasingly, what they're up to even when they're not behind the wheel



44%

didn't know that a car's location can be tracked and stored

72%

were unaware that cars collect data on how they are driven

WHAT ABOUT YOU?

67%

didn't realise that their infotainment usage data could be gathered

54%

were in the dark that some cars amass data on speed

REX Graham Hope

MOST drivers are aware that today's cars collect – and share – data about all manner of things. But there's a general ignorance about the specifics that could be cause for alarm.

Research conducted by Uswitch last year revealed that 72 per cent of motorists were unaware of cars collecting data related to how and when they are driven; 67 per cent didn't realise that data pertaining to their use of GPS and infotainment could be gathered; 54 per cent were in the dark that some cars amass data on speed; and 53 per cent that route history is also accessible. Even a car's current location can be tracked and stored; something that 44 per cent of drivers are apparently not wise to.

If that little lot doesn't concern you, also consider that when you connect your phone, all manner of data – including call records, messages, location histories and more – can migrate to the car, often in unencrypted form. Combine this with the reality that there's a vast marketplace for this data, and even the most technically illiterate driver will appreciate that the potential for problems is vast, should it be exploited, misused or fall into the wrong hands.

What happens to the vast amount of data being generated by modern vehicles is an issue that is coming into clearer focus with each passing month, and one that a new company, Privacy4Cars, is specifically trying to address. CEO Andrea Amico's advice for Auto Express readers is simple: "Educate yourself about your car or the car you are looking to buy. What type of sensors does it have? What type of services? Stop thinking of a car as a mechanical thing. It's a super-powered laptop."

A swift trawl through some recent car data-related horror stories shows exactly why this is a matter that urgently needs to be tackled. In America, for example, the US media outlet Wired reported in January how a researcher had been able to exploit the online features of his mother's Subaru Impreza via one of the company's web portals, gaining remote access to a number of functions on the car but also, alarmingly, to an entire year's worth of location history.

As the Wired researcher, Sam Curry, explained on LinkedIn: "Whether somebody's cheating on their wife or getting an abortion, or part of some political group, there are a



ONSTAR

General Motors' connected service sent data to insurers and third-party brokers



ANDREA AMICO Privacy4Cars CEO

"EDUCATE YOURSELF ABOUT YOUR CAR OR THE CAR YOU ARE LOOKING TO BUY. STOP THINKING OF A CAR AS A MECHANICAL THING. IT'S A SUPER-POWERED LAPTOP"

million scenarios where you could weaponise this [data] against someone."

Also in the United States, General Motors, parent company of Buick, Cadillac, Chevrolet and GMC, was banned from selling geolocation and driver behaviour data for five years by the Federal Trade Commission, after it found the OnStar connected service had been passing on details about customers' driving habits – including braking, acceleration and trip lengths – to third-party brokers and insurers. OnStar had generally been marketed as a connected service that could help in emergencies.

The New York Times, which conducted an investigation into the scandal, reported how one consumer told a GM customer service representative that "When I signed up for this, it was so OnStar could track me. They said nothing about reporting it to a third party. Nothing. You guys are affecting our bottom line. I pay you, now you're making me pay more to my insurance company".

Closer to home, Privacy4Cars recently published a white paper, titled 'Deleting Personal Data from Vehicles', which highlighted an array of arguably more prosaic but equally chilling data breaches that can occur all too easily. How about, for example, the company car of a pharma rep which, when passed on, still stored the identity and addresses of cancer patients? Or the luxury car for sale which contained the address and phone numbers of a female celebrity? The white paper even highlighted the case of the ex-fleet vehicle of ►



a military contractor whose smartphone data had been retained, revealing the locations of classified sites with restricted access.

It's a fair assumption that most motorists would be appalled should any of the above scenarios apply to them. So what can be done to prevent these sort of breaches? According to Amico, the answer is straightforward: privacy has to start being taken seriously by everyone in the automotive ecosystem, whether that be manufacturers, dealers, fleet operators, rental firms, insurers or finance companies.

He says: "The problem is with the individuals at the companies who make decisions on how to use the data. Privacy is about choice. Companies need to explain the data a car collects, and the way they plan to use it."

While there is an argument that this sort of information is covered by companies' privacy notices, many feel that these are too complex – and not sufficiently prominent – to be fit for purpose. If you're curious about what info your car holds, Privacy4Cars has created a free tool at vehicleprivacyreport.com that can provide a summary if you input its registration number.

In some respects, Amico likens the current situation to the lack of transparency on car safety prior to the launch of the global NCAP organisations – what was once common practice will, in time, become unthinkable.

"I think privacy is going to become more visible and the current problems will become less acceptable," he continues. "Companies will figure it out – it will probably not be of their own volition, but they will be pushed into it by the fact that consumers and regulators are upset."

And that's where Privacy4Cars is aiming to capitalise with its data-deletion service for auto businesses. As its white paper identified, under the General Data Protection Regulation (GDPR), the onus is not on the individuals running cars to be responsible for wiping them of data when their time with the vehicle ends. Instead it's down



AIDAN EARDLEY King's Counsel

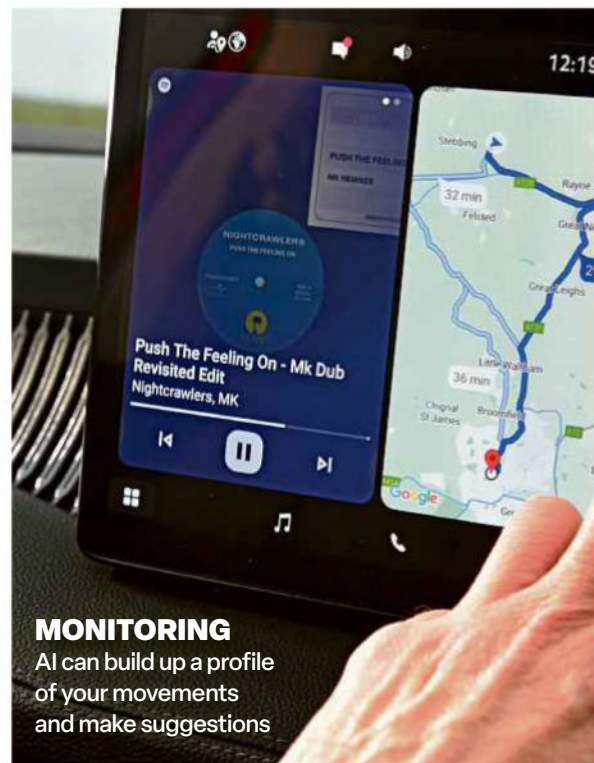
"IF THE NEXT HIRER CAN SEE THE PREVIOUS HIRER'S PERSONAL DATA, THERE WILL BE A STRONGLY ARGUABLE CASE THAT THE CONTROLLER HAS CONTRAVENED GDPR"

to the Controller – whether that's a dealer, leasing company, fleet management company or any other relevant business.

According to analysis from Aidan Eardley, King's Counsel, failure to do so would be in breach of GDPR: "If it re-lets the vehicle without doing so, such that the next hirer can see the previous hirer's personal data, then there will be a strongly arguable case that the hirer has processed the data in contravention of the [GDPR] Art 5 (1) principles."

From a legal perspective, Jon Butler, a partner specialising in automotive at law firm Geldards in Derby, agrees: "This is very much a live issue,

A DIGITAL FRIEND... OR



MONITORING
AI can build up a profile of your movements and make suggestions

but the Controllers don't know or much care that they have this data," he stated. They should, though, because failure to comply could have significant consequences.

Butler explains: "When you're talking about franchised dealers selling tens, if not hundreds of thousands of units a year, for example, then if most of those vehicles have got personal data on them, that could be a huge problem. The fines that are available to the Information Commissioner's Office for breaching GDPR and data protection legislation are typically the higher of four per cent of global turnover or £17.5 million. So that's big." The idea that



JON BUTLER Partner, Geldards

"WHEN YOU'RE TALKING ABOUT FRANCHISED DEALERS SELLING TENS, IF NOT HUNDREDS OF THOUSANDS OF UNITS A YEAR, FOR EXAMPLE, THEN IF MOST OF THOSE VEHICLES HAVE GOT PERSONAL DATA ON THEM, THAT COULD BE A HUGE PROBLEM. THE FINES ARE TYPICALLY THE HIGHER OF FOUR PER CENT OF GLOBAL TURNOVER, OR £17.5 MILLION"

AN EVER-PRESENT SPY?



AS cars become more automated, how we use them will fundamentally change, and they're likely to become more like offices or even homes. A friendly AI-generated in-car assistant, for example, might point out that your favourite pop star is touring, because you listened to them recently on Spotify, or suggest a nearby Mexican restaurant because you ordered some refried beans on a supermarket shop via your smartphone.

On the face of it, all innocent, helpful stuff. But at the same time it's collecting more and more data to form a comprehensive profile of you, the user, which makes it imperative that you get all this wiped on handover.

Deletion also does not address the fact that the data is being amassed in real time, and until it's removed, it's accessible. This was demonstrated vividly by how much information Tesla was apparently able to provide to US authorities on the Cybertruck that exploded in Las Vegas on New Year's Day in what initially was thought to be a terrorist attack.

While few could argue that assisting an investigation of this type is a bad thing, it also highlighted just how much some manufacturers now know about what their vehicles are up to.



"most" of these cars contain data is not fanciful – research from Privacy4Cars showed that four in five customers had found personal data in cars sold at retailers in the UK, Italy and Germany.

Butler also believes selling a car with the data of a previous user could even allow the buyer to sue the dealer, due to the vehicle not being of satisfactory quality because of a failure to comply with the regulations.

He has a blunt recommendation for motorists: "When your time with the car comes to an end, ask for confirmation from the Controller that steps have been – or will be – taken to irretrievably remove your data."



Geely-owned Polestar is affected by US regs

HOW CAR DATA IS INTENSIFYING A NEW COLD WAR

IT'S not only individual motorists who have cause for concern about what 'spying' cars might do with the data they collect; the fear exists at state level, too.

Earlier this year, one of the last acts of the Biden administration in the US was to ban cars that feature Chinese and Russian-developed software linked to connectivity and autonomous driving. National Economic Advisor Lael Brainard said the measure was necessary to prevent the US people being exposed to "risks of misuse of their sensitive data or interference by malicious actors".

The software ban comes into effect for the 2027 model year, and the repercussions are very real; Polestar, for example – which is part of the Chinese-owned Geely stable – is affected, despite actually building cars in South Carolina.

"We will have to find solutions," CEO Michael Lohscheller (right) has admitted. In tandem with punitive EV tariffs, the ban is likely to stop a widespread rollout of Chinese cars in the United States.



THE CAR TECH COMING SOON

Here's a round-up of the exciting new technology on its way, with some set to debut as early as this year

Jordan Katsianis



Jordan.Katsianis@autoexpress.co.uk



THE development of automotive technology is accelerating at an unprecedented rate. Every year there are new gadgets, 'must-have' accessories and legislative requirements that are changing the way we interact with our cars. But not all new tech is good tech, so to cut through the noise, here's a list of the best features coming our way.



E-INK BMW

AS seen on a few BMW concepts over the past couple of years, e-ink is essentially the same technology that's used for the screen on a Kindle device. It has low energy consumption and its display is robust, which means it could be used on the outside of the firm's future models to change the colour of individual body parts such as a grille or entire panels.

Unlike a traditional digital display that uses LEDs or LCD technology to create an image that's then backlit, e-ink uses an electrophoretic film containing microcapsules the diameter of a human hair. Each capsule contains differently charged white, black or coloured particles, which become visible when an electric field is applied.

BMW says this technology is well on its way to appearing on production vehicles, such as the Neue Klasse models launching from later this year. It could be applied across the car body to match the colour of the car to your mood.



FULL-WIDTH HUD HYUNDAI

NEARLY everyone's doing head-up displays (HUD) in 2025. After all, the technology has been around in one form or another for decades. But Hyundai wants to push the tech much further, with some help from German optoelectronics expert Zeiss. This system takes current head-up display technology and pushes it to the extreme by applying it right across the base of the car's windscreen.

This is achieved thanks to Zeiss's new glass technology, which keeps the image sharp and easy to see no matter the time of day or how reflective the sun or street lights are. This is vital if a head-up display is to eventually replace a traditional information display.

The key thing here is that the front passenger can also view content from the HUD, but, as with some current dashboard displays, it will show a different set of information, such as the weather, text messages or even a film, if large enough.

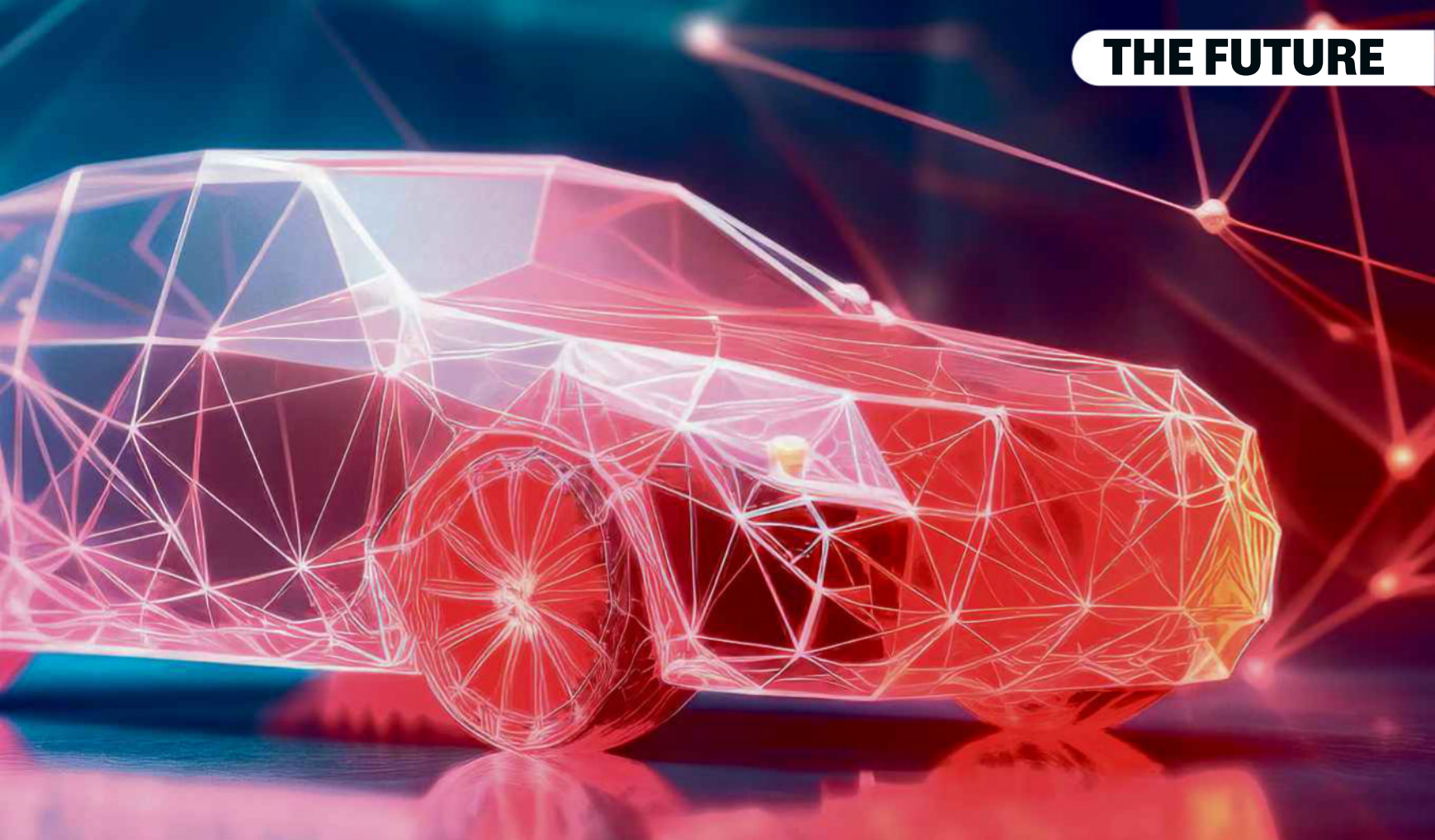


AIRLESS TYRES MICHELIN

MICHELIN is working to end punctures with a new form of airless tyre technology. While tyres have improved massively over the past 100 years, their underlying structure is largely unchanged, and still comes with the same fundamental risk of depressurisation.

Airless tyres negate this issue altogether, ensuring that a tyre can be used throughout its entire wear cycle, rather than potentially being discarded if punctured. As well as saving you money, this would also reduce wastage.

Michelin's solution uses a complex three-dimensional rubber and fibreglass structure throughout the tyre. What this will do to a car's handling characteristics is still up for debate, but there may well be some compromises. It's this requirement to make it feel like a seamless change that has made development such a drawn-out process – Michelin's airless Uptis prototype tyre was first unveiled in 2017.



EXTERNAL DISPLAYS AND COMMUNICATION DEVICES AFEELA

CAR manufacturers love putting as much information as possible at the driver's fingertips, but now brands are looking at how to communicate to people outside and around the car through external displays. While the technology is still being developed, Honda's collaboration with Japanese electronics giant Sony has brought the technology to life on the front of its yet-to-be-launched Afeela EV.

Called the media bar, it sits between the headlights under a separate panel. For now, a system like this could only be used when the car is parked due to strict legislation around automotive lighting, but it can still show things such as charge status. As legislation relaxes, though, it could be used to display information on the move, such as sports scores, weather forecasts and traffic conditions.



STEER-BY-WIRE LEXUS

ARGUABLY the most transformative future automotive technology is steer-by-wire – essentially the removal of a physical connection between the steering wheel and the front wheels. Many makers have tried, but it's still only on the cusp of being introduced because of the extensive development required to make the system both safe and trustworthy.

Tesla is the only manufacturer to have applied it to a production car, but Infiniti briefly introduced it with a secondary back-up physical rack and pinion still in place in case the electronics failed. Lexus has revealed its RZ with the technology, but it is still not available to buy.

Why is it so useful? Aside from making the production of left and right-hand-drive models easier, it also allows for much greater flexibility in the packaging. This means the designers and engineers can technically place the driver's seat and steering wheel almost anywhere.



3D PRINTING DIVERGENT

MAINSTREAM 3D printing has been established in many fields for the past few decades, but only now is it starting to make some serious inroads to the more complex manufacturing you'll find in automotive applications. California's Divergent is one of the companies leading the charge, supplying 3D-printed aluminium suspension components to brands such as Bugatti and Czinger.

The benefit of 3D printing is the ability to create parts that are as strong as possible, while removing all the extra material that isn't needed to retain that strength. Computer programs create complex, almost biological-looking components that form key suspension or chassis parts, printed in titanium or aluminium.

Bugatti uses this technology for the suspension in its new Tourbillon (above), but Czinger has taken it one step further in creating whole sub-frames, wheel carriers and even brake calipers.

ESSENTIALS

Suzuki Vitara 1.4 Boosterjet Ultra

Price: £28,649

Powertrain: 1.4-litre four-cylinder turbo petrol mild-hybrid, 127bhp

0-62mph: 9.5 seconds

Test efficiency/range: 47.8mpg/494 miles

Annual VED: £180

Mazda CX-30 2.5 SkyActiv G Exclusive-Line

Price: £29,165

Powertrain: 2.5-litre four-cylinder petrol, 138bhp

0-62mph: 9.7 seconds

Test efficiency/range: 36.7mpg/412 miles

Annual VED: £190

Pete Gibson

“MAZDA’S NEW 2.5-LITRE ENGINE DOES THINGS DIFFERENTLY, IN CONTRAST WITH THE VITARA’S SMALL TURBO”



SMALL CHANGE

The 1.4-litre mild-hybrid-assisted, turbocharged Suzuki Vitara takes on Mazda's 2.5-litre CX-30 in small SUV face-off



SUZUKI VITARA vs M

Small SUVs do the same job, but with a different powertrain approach

REX IN the late eighties, the arrival of the Suzuki Vitara provided the Japanese company with a small SUV that offered a more family-friendly experience than the other 4x4 in its line-up, the SJ. It also pretty much had a monopoly on the class, because few rivals offered anything similar.

Fast-forward to today, and the small SUV sector is awash with contenders of all shapes and sizes, while powertrains range from petrol to all-electric via different degrees of hybrid assistance. For Suzuki, that means

tougher competition, and the fourth-generation Vitara has been given a refresh to help it keep pace with the class front-runners.

Another car that has been updated with the same objective in mind is the Mazda CX-30. It's the high-riding alternative to the 3 hatchback, featuring swoopier bodywork than the Suzuki, and as with the 3, it now comes with a 2.5-litre naturally aspirated petrol engine. It's an interesting choice that highlights Mazda's engineering ethos, and is in contrast with the Vitara's smaller turbo unit.

So which option makes more sense? And does either car offer an interesting alternative to the leading models in the small SUV class?

CONTENDERS

Suzuki Vitara

THE fourth-generation Vitara caused controversy with fans because it ditched the previous model's off-road focus for a more tarmac-friendly character. The reason for the change was so that it could compete against a new wave of small SUV rivals.

However, that was 10 years ago, and today there are even more alternatives to choose from. Suzuki has persevered, though, with hybrid tech and the latest safety systems incorporated into what is now an established contender in the class.

HEAD TO HEAD

ON THE ROAD

A LOW kerbweight and free-revving engine connected to a slick six-speed gearbox help the Vitara feel nimble, and there isn't much body roll in corners, either. Light controls mean it's a doddle to manoeuvre, too.

The Mazda feels more car-like to drive, thanks to a lower driving position than its Suzuki rival, while the controls are well weighted and positive. You don't have to work it as hard to make progress, either.



TECH HIGHLIGHTS

WHILE the most recent updates for the Vitara include the addition of wireless smartphone connectivity and a driver monitor, the fact that there's just one USB socket in the cabin shows the age of the Suzuki's design.

The CX-30 isn't much better with two USB sockets, but it also benefits from Mazda's 'Multimedia Commander', the iDrive-style wheel that lets you access the touchscreen quickly and easily.



PRICE AND RUNNING

BOTH cars are well equipped for the price, while fuel-saving tech boosts their everyday efficiency.

The Vitara pulls out an advantage because its smaller-capacity turbo petrol unit is more efficient than the Mazda's 2.5-litre, and it also comes with 48-volt electrical assistance. Suzuki claims up to 53mpg in test conditions, and we returned nearly 48mpg in our car, compared with 36.7mpg for the CX-30.



AZDA CX-30

BEHIND THE WHEEL

Lofty driving position marks the Vitara out as a more traditional SUV; Mazda is lower, but has restricted visibility, especially towards the rear

Mazda CX-30

IT'S not quite as old as the Vitara, but the CX-30 has been in dealers since the end of 2019. It replaced the CX-3 in the company's line-up, with its Mazda 3-derived running gear offering more space and greater efficiency than its predecessor.

Mazda has given the CX-30 its own update with the introduction of a 2.5-litre four-cylinder petrol engine. This is designed to deliver good economy without sacrificing power, with the large-capacity naturally aspirated unit designed to boost torque.



PRACTICALITY

WITH its upright body, the Vitara has the looks of an SUV from the previous generation, while smaller proportions – apart from the high roof – mean there isn't as much space inside as the Mazda. At least there's a good view out.

The CX-30 has a low-slung driving position that's not much higher than the Mazda 3's. This enhances its sporty edge, but the thick C-pillars create a blind spot when you look over your shoulder.



SAFETY

THE Vitara has been brought up to date with safety kit including lane assist and a speed-limit warning, but these are fiddly to adjust within the instrument binnacle and feel as if they've been added as part of an aftermarket conversion.

The Mazda's systems are better integrated, although accessing the menus within the main touchscreen is best done when you're parked.



OWNERSHIP

SUZUKI has a loyal customer base that sees it punch above its weight when it comes to Driver Power. The company frequently outscores premium marques, and came 19th in the 2024 survey.

Mazda did better than that, coming seventh out of 32 manufacturers that were rated, with owners appreciating the mix of touchscreen and physical controls inside, as well as the safety kit on offer.



REX WHEN the fourth-generation Suzuki Vitara landed in showrooms back in 2015, it marked a sea change for the company's small SUV. Gone was the ladder-frame construction in favour of a lighter unibody shell, while front-wheel drive was the most common drivetrain configuration.

A decade later, the Vitara's basic structure remains the same, but it has been given regular updates to keep it fresh. The most recent of these introduced new safety kit and a revised trim structure, while the exterior had a freshen up with a new grille and wheels. Inside, both trim levels (Motion and Ultra) now feature a nine-inch touchscreen display and wireless smartphone connectivity.

ENGINES & PERFORMANCE 4.0/5★

THERE are two engine options available in the Vitara. First up is the 1.4-litre Boosterjet turbocharged petrol that was originally introduced to the range in 2020. This features a 48-volt mild-hybrid electrical system with a belt-driven starter generator and is tuned to make 127bhp and 235Nm of torque. It's connected to a six-speed manual gearbox.

If you want an automatic transmission, then the 1.5 Dualjet – which is an enlarged version of the 1.4 – comes with a six-speed automated manual. This model is a full hybrid and makes 101bhp and 138Nm of torque, but is augmented by a 25bhp electric motor. In reality, the hybrid system is somewhat lacking, and we'd only recommend it if you must have a Vitara with an automatic gearbox – there are plenty of rivals with far better boxes and hybrid systems.

One advantage that the Vitara holds over competitors is that it's one of the few small SUVs that's available with four-wheel drive. Suzuki's Allgrip system can be had with either engine on top-spec Ultra cars for £1,800 extra.

Performance across the range is modest, with the fastest-accelerating Vitara being the 1.4 Boosterjet, which can sprint from 0-62mph in 9.5 seconds. Adding Allgrip sees that time increase to 10.2 seconds. The hybrid is slower still, managing 0-62mph in 12.7 seconds, while four-wheel drive sees the sprint covered in a lethargic 13.5 seconds. Top speeds range from 113mph to 128mph.

DRIVING 4.5/5★

A LOW kerbweight helps the Vitara to deliver surprisingly sprightly driving dynamics.

AROUND TOWN The Vitara's upright proportions mean you sit relatively high, so there's a good view of your surroundings as a result. There's a rear parking camera fitted as standard on both trims, while Ultra models add front parking sensors to the rear ones



STYLING

High roofline and bluff rear end give the Vitara a chunky, blocky appearance that's more in the vein of SUVs from a previous generation. Some buyers will prefer its rugged, purposeful looks

that Motion models come with. Light steering means low-speed manoeuvres are a doddle, while the 1.4 offers quick responses.

There's a slight disconnect between engine revs and forward motion as the electrical system cuts in to offer assistance, but you soon get used to that. The ride in town is a little choppy over bumpy surfaces, though.

A & B-ROADS At higher speeds, the Vitara smooths out, while the car's relatively low weight means it feels surprisingly nimble for a chunky-looking small SUV. The steering and gearshift are light but positive, while the chassis offers reasonable grip, too, without an excess of body roll in corners – it's more like a supermini than an SUV in that regard.

The engine is revvy in nature and makes its peak power at 5,500rpm, so you need to work it to make progress. It can get a little harsh when revved, though.

MOTORWAY At the national limit the 1.4 Boosterjet is turning over at 2,250rpm in sixth gear, so there's a constant hum from under the bonnet. Apart from that, the Vitara makes for a fairly pleasant cruiser.

SUZUKI

An SUV in the traditional mould, t



MODEL TESTED:

Vitara 1.4 Boosterjet Ultra

PROS

Tall driving position offers a clear view

Snappy six-speed manual gearbox

Separate climate controls

CONS

Frustrating touchscreen

Upright rear seats short of space

Engine needs revs to get going

TESTER'S NOTES

INSTEAD of a touchscreen menu or extra dash buttons, the Vitara's safety systems are controlled via the trip computer stalk that protrudes from the corner of the dials.

It's fiddly, because first you have to give it a long press (which can reset the trip if you're on that screen at the time), then move it from side to side to select options on the dot-matrix display between the dials. If you're not a fan of speed-limit warnings, then this is a tedious ritual that will need to be undertaken every time you drive.



Dean Gibson
Senior test editor

MPG & RUNNING COSTS 4.4/5★

THE Vitara has always offered good value for money, and that continues with the latest updates. You get more kit for your cash, with a different exterior look, more safety equipment, a bigger nine-inch touchscreen with wireless smartphone connectivity and three years of connected services, keyless entry and starting, plus auto main beam.

The hybrid Vitara has quoted fuel economy of 56.4mpg (50.4mpg for the Allgrip model), but even the standard 1.4 Boosterjet has a combined WLTP figure of 53.2mpg (52.3mpg with four-wheel drive). With such narrow margins between them, we'd pick the manual model and take the slightly poorer economy just to avoid the hybrid's auto gearbox.

When we tested the updated 1.4-litre model, we saw a return of 47.8mpg over a variety of roads in cold conditions. That's good for a range of nearly 500 miles, which is pretty impressive for a small SUV, and we'd expect that figure to increase if you do more short trips, which will allow the hybrid system to take over some duties from the engine.

TAX Hybrid tech and a sub-£40,000 price tag mean that road tax is as cheap as it can be for a combustion-engined car, at £180.

For business users, emissions ranging from 113g/km up to 128g/km for the Allgrip models mean that the Vitara is a better value option than some rival small hybrid SUVs, although if you're a company car user, then you'll save far more by choosing an EV or PHEV.

VITARA

The Vitara shows its age in some key areas

**ON THE ROAD**

Despite its tall stance, the Vitara feels light, composed and nimble, especially around town.

The ride can get a bit choppy over bumpy and broken road surfaces, though



"LIGHT STEERING MEANS LOW-SPEED MANOEUVRES ARE A DODDLE, WHILE THE 1.4 TURBO OFFERS QUICK RESPONSES"



INSURANCE Group ratings for the Vitara range from 16 to 22, with all versions of the 1.4 Boosterjet sitting in that highest category. The less powerful (but more expensive) 1.5 hybrid sits in groups 16 and 17.

DEPRECIATION The Vitara line-up falls into the 42-46 per cent category for residual values, with barely any difference in the figures between the Boosterjet and hybrid powertrains. These figures are par for the course for the small SUV class, although a Ford Puma or Toyota Yaris Cross will hold on to more of its value after three years.

INTERIOR & TECHNOLOGY 3.5/5★

A BOXY exterior design and dated cabin layout highlight the Vitara's age.

DESIGN The arrival of the fourth-generation Vitara gave the car a softer look than before, but these things are all relative, and today the boxy proportions and upright dimensions stick out in the new-car market.

The latest update introduced a simplified grille with less chrome, plus new daytime running lights, but overall the Vitara's look has remained largely unchanged since 2015.

It's a similar story inside where, instead of redesigning the layout, Suzuki's engineers have shoehorned in the safety tech where possible. The most obvious example of this is the driver-monitoring camera, which is located between the two air vents on the centre of the dashboard. It's fortunate that the old car had three vents that could facilitate this, but it does draw unnecessary attention to the system.

QUALITY Another obvious sign that the Vitara is a generation behind class leaders is the finish of the materials on board. While everything feels robust, there are plenty of hard plastics on show.

Suzuki has tried to give the black plastic a lift with silver inserts on the dashboard and doors, but the sections on the armrests are positioned along the edges next to where you would place your elbow, and in our test car we could see some of the finish was already worn.

Ultra trim features synthetic leather upholstery with suede inserts, which help give the cabin a lift and boost the feeling of quality.

TECH AND INFOTAINMENT The other big update for the Vitara is the addition of a nine-inch touchscreen system across the range. It comes with navigation and the usual connectivity, while Suzuki has retained the separate climate controls located lower down on the dashboard, rather than trying to integrate them into the screen.

PRACTICALITY 3.8/5★

A NARROW body and upright dimensions mean that the Vitara's overall cabin packaging is compromised.

FRONT SPACE There's a decent range of seat adjustment up front, while the large windows and tall driving position give a clear view of your surroundings.

Storage up front isn't exactly generous, because while there are a couple of cup-holders, a trinket tray behind the gearlever and a larger one ahead with a shelf to place your smartphone, all of these areas are a little tight. The door bins are narrow, too, but the glovebox is a reasonable size.

REAR SPACE The tall roof means headroom is fine in the back, even in the Ultra model with its standard-fit panoramic glass. However, legroom is at a premium, especially if you're sitting behind a tall driver, while shoulder space will be tight if there are three in the back. The upright backrest and short seat squabs mean that passengers might become uncomfortable on longer journeys.

Storage is also in short supply, with only shallow pockets on the seats back and bottle holders in the doors, while there aren't any air vents or even a fold-down central armrest. There are two sets of Isofix points on the back seats, which are easily accessible courtesy of sturdy plastic surrounds.

BOOT SPACE A low load lip helps with stowing heavy items, but we found that taller users could catch their head on the boot latch when the tailgate was open. There's a false floor in the back of the Vitara that gives a level load area, but the storage underneath is only a few centimetres deep. There is room for a space-saver spare wheel beneath this, though.

The back seats fold in a 60:40 split with the press of a button on the shoulders of the seatbacks, and there's a slight rise in the floor when they are collapsed. Other highlights in the boot include a 12-volt socket, while there are a couple of recesses behind the wheelarches for smaller items.

RELIABILITY & SAFETY 4.0/5★

WHILE the Suzuki Vitara earned a five-star Euro NCAP rating, it was tested in 2015, and this classification expired after six years. However, if the car was tested again, the latest round of safety additions could well see it earn a five-star rating once more.

As well as adding driver-attention assist, lane assist and adaptive cruise control, the Vitara now features Suzuki's Dual Sensor Brake Support. This is a new radar and camera-based set-up for the autonomous

INTERIOR SPACE

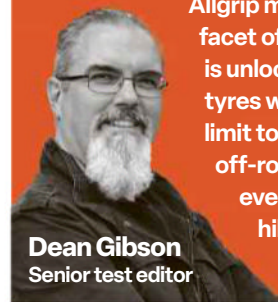
Accommodation is pretty decent for all passengers, with a good range of seat adjustment for those in the front. Stowage space is limited, though. In the rear, the tall roofline benefits headroom, but shoulder space is tight when three abreast, and the rear seat back feels a bit too upright



TESTER'S NOTES

A KERBWEIGHT of less than 1,300kg helps the Vitara deliver nimble handling and make the most of the free-revving 1.4-litre engine's power. In a class where many rivals offer safe yet dull handling, Suzuki shows it's possible to make a small SUV that feels fun on the road.

Choose a four-wheel-drive Allgrip model, and another facet of the car's character is unlocked, where the tyres will be the only real limit to its impressive off-road ability – it even features hill descent control.



Dean Gibson
Senior test editor

**CABIN DESIGN**

With its small central screen, traditional analogue dials and fiddly menus, the Vitara feels quite dated from behind the wheel

"TODAY, THE BOXY PROPORTIONS AND UPRIGHT DIMENSIONS STICK OUT IN THE NEW-CAR MARKET"



emergency braking system, which is claimed to be more sensitive to other road users, so can better pick out cyclists and pedestrians, as well as being more effective at detecting hazards at night and at junctions.

Suzuki owners are a loyal bunch, and while the company sells in relatively low volumes in the UK, there are enough fans of the marque out there to sing its praises. The 2024 Driver Power survey saw the company finish 19th out of 32 marques, beating some much bigger names in the process.

WARRANTY 4.3/5★

THE Vitara comes with a three-year/60,000-mile warranty. However, Suzuki also offers a 'service activated' warranty that can cover the car for up to seven years or a total of 100,000 miles. Simply book a service at a Suzuki franchise, and 12 months of extra cover is added to the warranty.

REX IN terms of the Mazda model line-up, and the new-car market in general, the Mazda CX-30 falls between classes. It's a small SUV that's based on the same platform as the Mazda 3, but it doesn't have the high-riding stance of the larger CX-5, and is more like a crossover in terms of its proportions.

There are five trim levels – Prime-Line, Centre-Line, Homura, Exclusive-Line and Takumi – while there are two engines and two gearbox options on offer. Prices start from just under £26,000.

ENGINES & PERFORMANCE 4.4/5★

MAZDA has always gone its own way with engineering, so while the majority of rival firms have embraced turbocharged petrol engines for a balance between performance and efficiency, the Japanese firm has stuck with natural aspiration. But the SkyActiv X engine at the top of the range features some clever fuel-saving tech, while the most recent update to the CX-30 has seen the conventional 120bhp 2.0-litre SkyActiv G motor replaced by a larger 138bhp 2.5-litre unit.

The objective with the new engine is to provide more torque for everyday usability, and a figure of 238Nm is 25Nm more than before. This maximum is also made at 3,300rpm, as opposed to 4,000rpm for the old engine, so should deliver faster responses.

On paper, the new engine does the trick, with a 0-62mph time of 9.7 seconds, which is nearly a second faster than the outgoing car. As before, the four-cylinder unit comes with a choice of six-speed manual or automatic gearboxes, with the latter managing 0-62mph in 10.3 seconds. In comparison, the 183bhp SkyActiv X delivers the benchmark sprint in 8.3 seconds, or 8.6 seconds for the automatic. All models are front-wheel drive, although the SkyActiv X has the option of four-wheel drive for around £2,200 extra.

DRIVING 4.4/5★

THE CX-30 is relatively low-slung for an SUV, and its driving manners are more akin to a hatchback than a high-riding 4x4.

AROUND TOWN Since the driving position isn't that lofty, you would be forgiven for thinking that the CX-30 doesn't feel like an SUV from behind the wheel. The view out isn't as clear as in some rivals, either, with thick C-pillars restricting rear visibility. All cars are fitted with a rear camera and parking sensors to help, though, while Centre-Line versions and above also have front parking sensors.

At lower speeds, the CX-30 has user-friendly controls with a decent weight to the steering without feeling heavy, while the manual gearbox has a positive shift. Away from the



ON THE ROAD

Thick C-pillars hamper rear vision in town, but the CX-30's agile chassis and handling make it fun to drive on the open road

lights, the SkyActiv G unit still needs more revs than most turbocharged rivals, but it doesn't feel like it's working quite as hard as the old 2.0-litre unit to deliver the same pace.

A & B-ROADS One place where all of Mazda's cars shine is on the open road, and the CX-30 is no different. Since it shares its platform with the Mazda 3 hatch, the car's performance in corners is very similar – while the CX-30 is 105mm taller than the hatchback on which it's based, the taut chassis and well judged suspension mean it behaves in a similar way.

Direct steering and a standard-fit torque-vectoring system mean that the CX-30 turns in keenly, while the chassis feels agile. Slick shifts from the gearbox mean that the manual transmission is a pleasure to use, while the free-revving engine sounds sporty. This is one family car that will be enjoyable to drive along a twisting back road.

MOTORWAY At the national limit, the 2.5-litre four-cylinder is revving to around 2,500rpm in sixth gear, but decent sound deadening means that it's not intrusive at all. The suspension also does a good job of soaking up

MAZDA

Extra power and torque from big



MODEL TESTED: CX-30 2.5 S.Active G Exclusive-Line

PROS

Entertaining handling
User-friendly infotainment
Strong safety credentials

CONS

Limited space in the rear
Not much bigger than a Mazda 3
Narrow engine range

TESTER'S NOTES

THE CX-30 replaced the CX-3 in the UK, but it's just one of a number of CX models that Mazda sells. The CX-3 still exists – the Mazda 2-based SUV is only sold in the Far East now – while the CX-4 is a China-only product.

The electric MX-30 shares its platform with the CX-30, as does the CX-50, a slightly larger version that's sold in the US and China. At the top of the range, the CX-60 and CX-80 are sold in Europe, while the wider CX-70 and CX-90 are the US versions. To add confusion, the CX-80 and CX-90 replace the CX-8 and CX-9 in the Far East.



Dean Gibson
Senior test editor

bumps, even on the larger 18-inch wheels that are found on higher-spec variants.

MPG & RUNNING COSTS 4.2/5★

MAZDA practises a philosophy of 'right sizing' when it comes to its engines, and it feels that a large-capacity naturally aspirated unit is a better choice than the smaller turbocharged petrols used by many of its rivals.

For the 2.5-litre SkyActiv G, Mazda quotes fuel economy of up to 47.1mpg, or 42.8mpg when equipped with the automatic gearbox. The manual figure is similar to what is quoted for a Volkswagen T-Roc, but the auto version of that car is more efficient than the Mazda.

The 2.5 engine comes with stop-start and cylinder deactivation technology that's imperceptible when it operates, while it is also helped by the premise that a larger-capacity engine doesn't need to work as hard as a small one.

When we tested the SkyActiv G, we saw a return of 36.7mpg, based on plenty of urban driving with some motorway work thrown in. That means a range of around 420 miles is possible on a full tank.

TAX With no hybrid technology on board, the CX-30 faces the full rate of road tax. However, no model breaks the £40,000 luxury car threshold, so there's no VED surcharge.

Company car users are better served by hybrid models or even the range of full EVs available in this sector. A 32 per cent Benefit-in-Kind (BiK) banding means tax

A CX-30

ger engine pay large dividends



STYLING

Black plastic cladding adds an SUV vibe to CX-30, while the ride height is increased over the Mazda 3

"THE OBJECTIVE WITH THE NEW 2.5-LITRE ENGINE IS TO PROVIDE MORE TORQUE FOR EVERYDAY USABILITY"



bills of more than £1,800 a year for lower-rate company car users.

INSURANCE Groupings range from 15-21 for the CX-30, with the SkyActiv X versions sitting four groups higher than the standard 2.5-litre-powered models. Interestingly, the automatic models are rated one group lower than the manual variants, likely due to the fact they have automatic stop and go as part of the adaptive cruise control system.

DEPRECIATION Residuals in the 43-49 per cent range are decent for a small SUV, while the values of the 2.5-litre models sit marginally above the SkyActiv X line-up on a like-for-like basis. In comparison, the Mazda 3 on which the CX-30 is based has a narrower spread of residuals, from 43-46 per cent.

INTERIOR & TECHNOLOGY 4.3/5★

A DRIVER-focused cabin adds to the CX-30's appeal as a small SUV with a sporty edge.

DESIGN On the outside, the CX-30 gains black wheelarch cladding and lower door trim to help distinguish it from the Mazda 3. If it wasn't for these add-ons, only the CX-30's taller ride height would really differentiate the two.

Inside, Mazda has a definite theme that it carries over its entire range, which takes its inspiration from MX-5 roadster. The CX-30 has largely the same layout as the 3 on which it's based, including sporty-looking hooded dials. However, the touchscreen is located high on the dash, where it's largely out of reach of the front seats.

The cabin features plenty of black trim, but the use of leather and metal-effect highlights help to break up the monotony.

QUALITY There has been a distinct step up in the fit and finish of Mazda's cars in recent years. The latest CX-60 is a shining example of that, but even the slightly older CX-30 offers an air of quality that was once only reserved for the premium German marques.

We aren't fans of the glossy black trim that surrounds the gearlever and infotainment control wheel, because these two frequent touchpoints mean it's likely to get scratched easily, but overall the quality of the plastics and soft leathers used inside is great.

TECH AND INFOTAINMENT One particular highlight of the cabin is the control wheel that is used to operate the CX-30's touchscreen. Once you're familiar with its functions, it's a breeze to use when you're on the move, while the separate climate and audio controls on the dashboard are logically laid out. All versions of the CX-30 feature a head-up

display, so you don't even need to take your eyes off the road to check your speed.

PRACTICALITY 4.5/5★

IT'S more of a crossover than an SUV, so the CX-30 only offers slightly more space than the Mazda 3 hatch that uses the same platform.

FRONT SPACE A sporty driving position is available, because the seat adjusts low. It can be set higher, of course, while a wide range of steering wheel adjustment is on offer, too. Higher-spec Takumi cars (and the £1,500 Luxury Pack for Exclusive-Line models) feature a memory driver's seat.

The wide centre console has space for twin cup-holders and a shelf ahead of the gearlever, while there's a deep storage bin beneath the armrest. In contrast, the door bins are a little narrow and awkwardly shaped – the armrests above them limit what you can carry.

REAR SPACE A curving roofline could hinder rear headroom, but there's enough of a cut-out in the headlining for it to not be a problem for all but the tallest of occupants. More of an issue is the shape of the rear doors, because they curve down at the C-pillars, which hinders access slightly and also means the back windows are a little small. It feels a little claustrophobic as a result. Sitting three across the back is possible, but it might get a little cramped on a longer trip. The flat floor helps with foot space, though.

Rear storage comprises a pair of seatback pockets, while the door bins are designed for drinks bottles and not a lot else. There's a centre armrest and twin air vents on the back of the front-seat armrest, but no USB ports. The two pairs of Isofix child seat mounts are easily accessed behind plastic covers.

BOOT SPACE You have to lift items over a high lip to get them into the boot, and there's a step down to the floor on the other side. A volume of 422 litres is decent, while the back seats fold in a 60:40 split to create 1,398 litres of space and a reasonably level floor. Under-floor storage is virtually non-existent, with a recess for the puncture repair kit and nothing else – there's no space for a spare wheel here.

RELIABILITY & SAFETY 4.5/5★

THE CX-30 earned the top five-star rating when tested by Euro NCAP in 2019. It achieved a score of 99 per cent for adult occupant protection – the best result of any car tested in that year – while the child, pedestrian and assist systems scores were also very strong.

Standard safety kit includes a head-up display, speed-limit assist, lane-keep assist and blind-spot warning, although driver

FEATURES

Rotary dial (below) controls the infotainment functions and is easy to navigate once you are used to using it; rear headroom (bottom) is fine despite the curving roofline, thanks to a cut-out in the headlining, although it may be an issue for very tall people.



TESTER'S NOTES

IT'S a bit of a cliché to say that the DNA of the MX-5 sports car can be felt in the regular Mazda line-up, but it's true. Sure, the CX-30 is front-wheel drive compared with the rear-drive roadster, but there's a sporty feel to it that means it's nicer to drive than many other small SUVs.

It's a shame that Mazda doesn't go further with its sporty ambitions and revive either the MPS badge or even tap into the history of Mazdaspeed to build some proper performance models.



Dean Gibson
Senior test editor

**INTERIOR**

There is a wide range of seat adjustment to get a decent driving position, while the quality of the materials used in the CX-30 is high

"THERE HAS BEEN A DISTINCT STEP UP IN THE FIT AND FINISH OF MAZDA'S CARS IN RECENT YEARS



monitoring and front cross-traffic alert (which offers assistance at junctions) are only available on the top-spec Takumi trim.

WARRANTY 4.0/5★

ALL of Mazda's new cars have a fairly standard three-year/60,000-mile warranty, with the only highlight being that European roadside assistance is offered for the same period.

An extended third-party warranty that can be had with or without roadside assistance is available separately. This can be paid for in whole or via monthly instalments.

SERVICING 4.2/5★

SERVICE intervals of 12 months or 12,500 miles aren't really anything to write home about. Neither is the price of a three-year service plan, at £759. At least that's the same cost as a Mazda 3 service plan, and you can add it to any finance that you might take out. ►

PRICES AND SPECS

	SUZUKI VITARA	MAZDA CX-30
Our choice	Vitara 1.4 Boosterjet Ultra	CX-30 2.5 S'Activ Exclusive-Line
Price from/price of our choice	£26,949/£28,649	£25,865/£29,165

POWERTRAIN AND PERFORMANCE

Powertrain	4cyl in-line, 1,373cc	4cyl in-line, 2,488cc
Power/revs	127bhp/5,500rpm	138bhp/5,000rpm
Torque/revs	235Nm/2,000rpm	238Nm/3,300rpm
Transmission	Six-speed manual/fwd	Six-speed manual/fwd
0-62mph/top speed	9.5 seconds/118mph	9.7 seconds/121mph
Fuel tank capacity	47 litres	51 litres
Official fuel economy/CO ₂ emissions	120g/km	136g/km
Test efficiency/range	47.8mpg/494 miles	36.7mpg/412 miles

DIMENSIONS

Length/wheelbase	4,175/2,500mm	4,395/2,655mm
Width/height	1,754/1,514mm	1,795/1,540mm
Rear kneeroom	615-835mm	536-790mm
Rear headroom/elbow room	895/1,420mm	960/1,465mm
Boot space (seats up/down)	362/642 litres (to windows)	422/1,398 litres
Boot length/width	770/1,020mm	805/1,010mm
Boot lip height	705mm	732mm
Kerbweight/payload/towing weight	1,227/423/1,500kg	1,407/543/1,300kg
Turning circle	10.4 metres	10.6 metres

COSTS/OWNERSHIP

Residuals (after 3yrs/36k miles, via CDL)	£12,434/43.4%	£13,416/46.0%
Depreciation	£16,215	£15,749
Insurance group/AA.com quote/VED	22/£585/£180	17/£842/£190
Three-year service cost	£1,080	£759
Annual tax liability standard/higher rate	£1,646/£3,293	£1,846/£3,692
Annual fuel cost (12k miles)	£1,593	£2,075
Basic warranty (miles)/recovery	3yrs (60,000)/1yr	3yrs (60,000)/3yrs
Driver Power manufacturer position	19th	7th
Euro NCAP Adult/child/ped./assist/stars	89/85/76/75/5 (2015, exp)	99/86/80/77/5 (2019)

EQUIPMENT

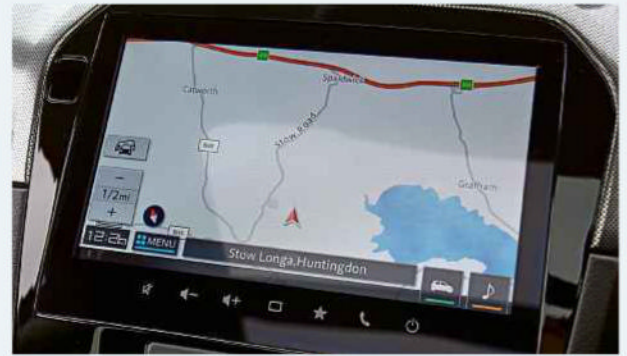
Metallic paint/wheel size	£535-£835/17 inches	£600-£850/18 inches
Parking sensors/camera	Front & rear/rear	Front & rear/rear
Spare wheel/Isfix points	£399/two	Repair kit/two
Keyless entry & go/powered tailgate	Yes/no	Yes/yes
Leather/heated seats	No/no	No/yes
Screen size/digital dashboard	9.0 inches/no	10.25 inches/no
Climate control/panoramic sunroof	Single zone/yes	Two zone/no
USBs/wireless charging	One/no	Two/no
Wireless Apple CarPlay/Android Auto	Yes/yes	Yes/yes
Blind-spot warning/head-up display	Yes/no	Yes/yes
Adaptive cruise/lane assist	Yes/yes	Yes/yes

WHAT WE WOULD CHOOSE

SUZUKI Metallic paint costs from £535, while adding a black contrast roof is a further £300. That's it for factory options, but Suzuki offers a range of practical accessories to owners, such as boot protectors and even a spare wheel (£399).

MAZDA Soul Red paint is £850, but we think it's worth the extra over the standard metallics. The Luxury Pack (£1,500) adds electrically adjustable leather-trimmed seats with memory, dipping door mirrors and a heated steering wheel.

INFOTAINMENT

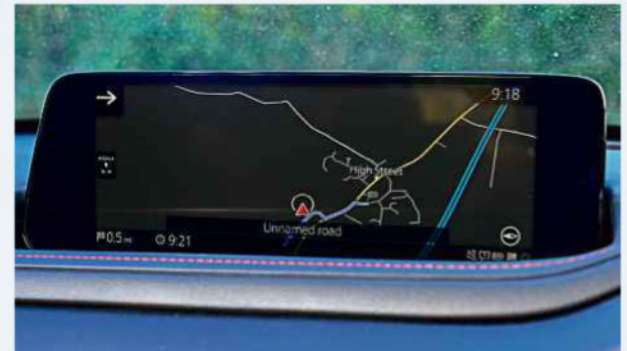


Suzuki Vitara 3.6/5★

SUZUKI CONNECT | KEY FEATURE: 3YR UPDATES

A NEW nine-inch touchscreen has been added to the Vitara, while moving the shortcut buttons from either side of the panel to across the bottom has created more space for the menu and mapping displays.

However, the shortcut buttons are a little small, so you need to be accurate with your screen presses to avoid selecting the wrong thing. There's a home button beneath the main display, along with shortcuts for climate and phone functions, plus a star control that you can map your favourite sub-menu to, but all of them are fiddly to use.



Mazda CX-30 4.2/5★

MAZDA CONNECT | KEY FEATURE: CONTROL WHEEL

THE CX-30's display measures 10.25 inches across, but it has more of a letterbox layout than most rival systems. It's set high on the dash, which makes it hard to reach, so the Mazda uses a control wheel on the centre console to select functions – it's a very easy system to use.

Some tasks are tricky, such as inputting addresses, but overall the system is logical and easy to understand. Turning the dial to select functions soon becomes second nature. The shortcuts around the wheel are useful, too.

“TURNING THE DIAL TO SELECT FUNCTIONS SOON BECOMES SECOND NATURE, WHILE THE SHORTCUTS ARE USEFUL”

MAZDA CX-30 BEST FOR:

Infotainment. Both cars have wireless smartphone connections, but the Mazda's control wheel is better to use than Suzuki's touchscreen set-up.

SUZUKI VITARA BEST FOR:

Efficiency: Boosterjet petrol has a mild-hybrid set-up that's effective and means a potential range of 500 miles is possible from a tank of fuel.



RESULTS

WINNER ★★★★★☆**Mazda CX-30****2.5 SkyActiv G Exclusive-Line**

INTRODUCING a larger petrol engine to the CX-30 hasn't changed much about the overall package, but the extra power and torquier delivery are welcome updates. Even better is that the car's traditional strengths remain in place, and this is still a small family SUV that offers the kind of driving fun that's often hard to come by in this sector.

It's not the most efficient car in the class, while some rivals offer greater practicality, but decent pricing, a classy cabin and lots of kit mean the CX-30 is worth seeking out.



INTERESTED?
Scan the code to find your new CX-30

**RUNNER-UP ★★★★★☆****Suzuki Vitara****1.4 Boosterjet Ultra**

THE Vitara feels like a car that's from a different era, largely because it is. A decade is a long time in the new-car market, and while classic Jimnys and SJs have a ruggedness that helps them to stand the test of time, the Vitara simply feels like a small SUV that has been in production for a bit too long.

It still has its key strengths, such as the efficient Boosterjet engine and surprisingly nimble handling, while the Suzuki ownership experience has its plus points, too, but in most other areas the Vitara is outclassed.



INTERESTED?
Scan the code to find your new Vitara





Richard Ingram

Richard.Ingram@autoexpress.co.uk

REG REGULAR readers may remember my colleague Alex Ingram spouting off in Issue 1,863 about how plug-in hybrids are pointless, and that “without religious battery charging, they just become overweight, thirsty internal combustion-engined cars”.

Like him, I’m a self-confessed electric-car advocate and have been driving them almost daily for the past six or seven years. I’ve used them for all sorts of journeys and can count on one hand the number of times I’ve struggled to charge at motorway services.

But I’m also a realist. I know how cautious the British buying public can be, and

understand that switching to an EV from a trusty petrol or diesel car can feel like quite a leap. I also respect that for people who drive hundreds of miles a week, the prospect of having to re-route just to charge their car can feel like one compromise too many.

I therefore fall into a sparsely populated abyss, whereby I love electric (and petrol) cars, but appreciate the service a plug-in hybrid can provide, and the stepping stone it offers to those not quite ready to pack in petrol. As with an EV, it needs to fit your lifestyle, but PHEVs have their place – and I’ll challenge anyone who says otherwise.

I’ve immersed myself in the BMW 530e’s usefulness over the past few weeks. Since the car was delivered less than a month ago, I’ve done the best part of 1,200 miles over a mix of motorway, urban and rural routes. I’ve plugged it in whenever possible, but still had days where I’ve done 200 miles or more, and had to rely almost exclusively on the four-

cylinder petrol engine. Yet despite all of this, I’m returning a very respectable 67mpg, and almost 60 per cent ‘eDrive’ share.

Of course, those EV miles aren’t free, but on an off-peak electricity tariff you’ll get 40-odd miles for not far shy of £1.50. At the UK’s current average domestic electricity price of 24.8p/kWh, it’s more like a fiver. That’s a little more punchy, but (by my maths) roughly the same as a combustion car doing 45mpg.

Powertrain aside, this Touring fits that age-old cliché of ‘all the car you’ll ever need’ almost as well as any model I’ve run over the past 15 years; the boot’s massive, the seats are comfortable and there are just enough luxuries to keep my better half happy. That said, I think you’d expect electric front seats and adaptive cruise control to be standard on a £65k car, and yet they aren’t here.

That said, M Sport Pro trim certainly looks the part, especially with Oxide Grey paint and the gorgeous espresso leather – a feature I’ll

FIRST REPORT

BMW 5 SERIES TOURING

Is there still room for plug-in hybrids when EVs continue to impress? We’re about to find out



MODEL TESTED: BMW 530e M Sport Pro Touring

On fleet since: January 2025

Price new: £64,705

Powertrain: 2.0-litre 4cyl turbo petrol
PHEV, 295bhp

CO2/BiK: 18g/km / 8%

Options: Flexible Mode 2 Charging Cable (£350), Sun Protection Glass (£470), Oxide Grey paint (£900), Comfort Pack (£1,200), Towbar (£1,200), Panoramic Glass Sunroof (£1,600), Technology Pack (£2,000)

Insurance: Group 34E, £1,283

Mileage/efficiency: 1,658 miles/66.9mpg

Any problems? None so far

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS

Massive boot
Impressive MPG
Comfortable

CONS

Rear-seat space
Kit is a bit stingy
Hybrid jerkiness

touch on in a future report. The widescreen infotainment system is fantastic, too, although by defaulting to Apple CarPlay and its user-friendly touch layout, I'm finding fewer opportunities to use the otherwise intuitive iDrive clickwheel. In all honesty, I'm not surprised BMW is phasing it out.

I love the full-length glass roof, and I'm even quite a fan of the illuminated kidney grille. I don't think this G61-generation 5 Series is as pretty as its predecessor, but it has a bit of added presence thanks to our car's 20-inch bi-colour alloy wheels and dark trim. The Technology Pack is pricey at £2,000, but I make daily use of the myriad cameras, and the head-up display is clear and easy to read.

Better still, while the 5 Series is more mature than ever, it still handles like a BMW. It's quiet at speed, yet feels agile enough to entertain. The 'Boost' button – activated by pulling the left gearshift paddle – gives you full power for 10 seconds, but most of the time the 530e feels fast enough in its own right.

It can be a little lumpy when the battery is very low, but it rarely affects driveability – especially as the smooth regenerative braking system tops things up as you slow down. But plug it in and that's no worry whatsoever.



DETAILS

Boost paddle is a bit of a gimmick when the standard performance is so good. The 530e is one of those cars that feels well suited to just about every road you drive it on



Pete Gibson

CAPTION HEADER

Caption in space here
please Caption in space
here please Caption in
space here

FIGHTING TALK

Alex (left) and Richard don't always see eye to eye with each other about PHEVs, although the first few miles have been promising for the big estate car



AEX VERDICT ★★★★★

YOU can accuse me of sitting on the fence if you like, but so far I'm seeing plenty of pros (and the odd con) driving this plug-in hybrid BMW 530e. I'm consistently managing 40 miles or more on EV power, which means I can glide around town emissions-free, before leaning on the petrol engine for longer journeys. The fact it drives like any other BMW is the icing on the cake.

FINAL REPORT

VOLKSWAGEN ID. BUZZ

There was much to like about the big EV, despite some glaring flaws



Paul Barker

Paul.Barker@autoexpress.co.uk

REX MY attempts to scrub our long-term VW ID. Buzz clean tell you a couple of things. First, the sheer quantity of road grime highlights how it racked up the miles, and second, I loved it enough to roll my sleeves up and give it a good soaping before the bright yellow fun bus was taken away.

We ended up sailing past the 11,000-mile mark in nine months, despite the range being one of its key drawbacks, along with the sometimes hellish infotainment system. Let's get those negatives out of the way first.

The range and efficiency were occasionally problematic, in that once the temperature dropped, the efficiency plunged from around 2.8 miles per kWh to the low twos. And the range dipped below 200 miles, which is enough to increase the chances of having to use a public charger on longer trips, where a real-world 250 miles would have seen me safely back home for a top-up.

The new long-wheelbase Buzz partially solves the problem because it gets a larger battery, but you still won't be seeing 250 miles in colder weather. Having spent a couple of years driving EVs, that's something of a magic figure that just makes life easier.

As for the infotainment? It's frustrating to use, especially on the move, and with a voice-activation system that sprung to life unprompted no less than 15 times on a round trip from Sussex to Manchester (we counted them), it's one of the few huge negatives. Especially when the car seemed to forget it has wireless Apple CarPlay connectivity.

In stark contrast is the Buzz's size, which is a major plus – although catching one of the kerbale alloys in a tight car park due to its dimensions remained a constant threat.

The VW's massive load area meant the paraphernalia attached to coaching my son's under-11 football team could live in the car and there would still be space for a week's shop to feed an entire under-11s squad.

The Buzz also lapped up tip runs, airport drop-offs when some Australian friends of



CHARMER

The MPV's smiley face went down well with other drivers. Meanwhile, we were happy to give it some TLC before it went back to Volkswagen

“THE BUZZ LAPPED UP TIP RUNS, AIRPORT DROP-OFFS WITH MASSES OF LUGGAGE, A COUPLE OF CAMPING TRIPS, AND IT EVEN COMFORTABLY TOOK OUR SOFA TO A NEW HOME”

mine were over with a month's worth of luggage, a couple of camping trips, and it even comfortably took our old sofa to a new home.

The big flat areas in the boot and cabin also meant cleaning the car out after any of these load-lugging activities was a breeze. There was no need for a clever compact car vacuum cleaner, because I could easily run our household vac across the floor behind the back seats or into the boot.

This was helped by the big sliding rear doors, which are a massive benefit in tight car parks in particular. The powered tailgate is the opposite, and you have to make sure the Buzz is parked much farther away from obstacles than you'd imagine, because it's simply vast. It's great for sheltering from the rain when it's open, admittedly, but on more

than one occasion I had to stop it mid-flow to prevent it clattering into a wall, because there's no sensor to prevent it.

The upgraded LWB Buzz also gets more power, and there's even a GTX version for those who need more grunt, but I've never been concerned about this car feeling underpowered. True, it's not fast, but in a tall, van-shaped vehicle, high-speed cornering was never likely to be top of the talent list. Performance is perfectly adequate, with the instant take-off that all electric powertrains provide, but it drives like you'd expect it to. That also means a high, upright and commanding driving position, with fold-up armrests for both front seats.

The stowage areas across the cabin are also excellent, with countless spots big and small

FLEETWATCH



MAZDA CX-30

THE CX-30's heated seats have three settings. In my opinion, the top one is hotter than the sun, yet as far as my wife's concerned it's the best thing ever. But we pretty much agree on everything else: the Mazda looks great, is enjoyable to drive and comes with easy-to-use onboard tech. Any downsides? Not really, but the powered tailgate is irritatingly slow to fully open, and turns me a little Basil Fawlty when I've got an armful of luggage.

PAUL ADAM



SUZUKI SWIFT

A 'CHANGE oil' light popping up on the Swift's dashboard led to us swapping our white Motion model for an orange, top-of-the-range Ultra example for a couple of days. When I informed my girlfriend, Victoria, that the example we had been loaned was the swanky range-topper, she forthrightly replied: "I can't really tell the difference" – only solidifying my case that there's no need to spend the extra.

TOM JERVIS

REPORT INDEX

Alfa Giulia QV	Issue 1,869
BMW 530e	New arrival
Cupra Tavascan	Issue 1,868
Genesis GV60	Issues 1,853, 1,864
Honda e:Nyl	Issues 1,859, 1,868
Ineos Grenadier	Issue 1,866
Lexus LBX	Issue 1,864
Mazda CX-30	Issue 1,865
MG3 Hybrid+	Issues 1,860, 1,869
Peugeot E-3008	Issue 1,867
Polestar 2	Issues 1,839, 1,844, 1,853, 1,863
Renault Scenic	Issues 1,855, 1,865
Skoda Superb	Issue 1,860
Smart #1	Issues 1,854, 1,860
Suzuki Swift	Issues 1,852, 1,859
Tesla Model 3	Issues 1,851, 1,858, 1,867
VW ID. Buzz	Issues 1,823, 1,831, 1,844, 1,851, 1,863

MODEL TESTED: Volkswagen ID. Buzz 77kWh 204PS Pro Style

On fleet since: March 2024

Price new: £63,835

Powertrain: 77kWh battery, 1x e-motor, 201bhp

CO2/BiK: 0g/km/2%

Options: Infotainment Package Plus (£130), Charging cable Mode 2 Type 2/G (10A) (£190), 21-inch 'Bromberg' alloy wheels (£515), Retractable towbar with electric release (£980), Open & Close Package Plus (£1,055), Assistance Package Plus (£1,425)

Insurance*: Group: 33 Quote: £1,438

Mileage/efficiency: 11,208/2.5 miles/kWh

Any problems? None

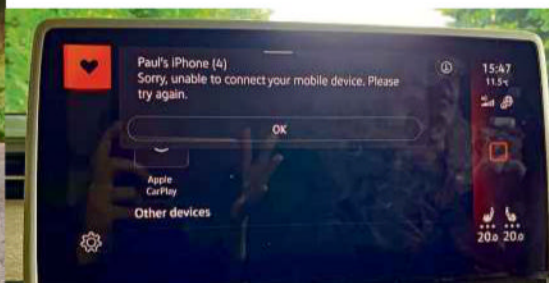
*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS

Lots of space
Good looks
Positive vibes

CONS

Efficiency
Poor tech
Patchy connectivity



to stash stuff. The central storage unit has a big slide-out drawer, and there's a clever little touch: the slide-out dividers that split the top recess into three sections are an ice scraper and a bottle opener.

And the big thing I haven't mentioned is that it's possibly the 'happiest' car I've ever driven. Drivers seem more willing to let you out of junctions – I've experienced this, as have my colleagues (when I've let them get behind the wheel). Plus, the Buzz is a car people want to talk about. They tend to ask if it's a camper van, which it isn't, of course, but still, they're interested.

It's flawed (especially that infotainment system and the fact that it has the efficiency of something shaped like a huge brick) and it's pretty expensive, but the Buzz scores

significant plus points for its practicality, space and all-round good vibes.

Flawed genius is still genius, and having lived with it for more than 10,000 miles, it's still very much one of my favourite cars of recent years. But with the long-wheelbase seven-seater now available from £59,545, that's definitely the one to go for.

VERDICT ★★★★★

IT may not be the last word in sophistication, but the Buzz is one of the most charm-laden cars you can buy, as well as one of the most practical for families. Just don't mention the dodgy infotainment system or the mediocre range and powertrain efficiency.

SUBSCRIBE AND SAVE 39% OFF THE SHOP PRICE



**PRINT &
DIGITAL
AVAILABLE**



WHAT'S INCLUDED?

39% off the cover price

Get a 6-issue trial for just £6!
Your subscription will then
automatically renew every
13 issues at just £36.99.

Free Delivery

Never miss an issue with delivery
to your doorstep at no extra cost.

Free Auto Express KeepCup

KeepCup: The original reusable, barista
standard cup. Lightweight, durable,
and fits most car holders. Your stylish,
eco-friendly caffeine companion.

Flexible options

We offer hassle-free cancellation
or the option to pause anytime



**TRY 6
ISSUES
FOR £6**



Mazda sets sights on Tesla with 6e

NEWS

market as it announces new rival for Model 3

AL
WS WILL BE AVAILABLE: THE
AND A LONG RANGE MODEL"



STYLING
New EV is identical to EZ-6, which is already on sale in China; 19-inch alloy wheels feature an efficient design to boost range



INTERIOR
Passengers have plenty of room front and rear; 14.6-inch touchscreen dominates dash

www.autoexpress.co.uk

www.autoexpress.co.uk

15 January 2025 11

SUBSCRIBE NOW

1

Order online

Visit subscribe.autoexpress.co.uk or call 0330 333 9491

2

Enter the offer code **D25Q1**

and choose the offer that suits you best.

3

Check out securely

Complete your order, and await the arrival of our first issue. Sit back, relax and enjoy!

SCAN TO SHOP



Scan me with your smartphone's camera to go straight to our secure online store.

Calls to 03 numbers will be charged at your standard local rate. Prices are for UK only. The introductory trial offer is limited to one per household per 12 months. We reserve the right to cancel an order if the trial offer is misused. Alternative gift may be supplied. Please allow 28 days for delivery.



DOUBLE SPEED-WAX



Award-winning
paste wax with lasting shine
and unbeatable durability.

**“it was easily the best
performer in our test. It topped
the scores at every stage”
– Auto Express magazine**



www.bilthamber.com

01277 658899



91 FIRST TEST
JUMPSTART 5-IN-1
Inflator, jump starter and light



93 MINI TEST
LEATHER CLEANERS
New VP Hydrate-It vs rivals



94 PRODUCT TEST
HOSE REELS
The best examples on tap

PRODUCTS

HOT KIT

CLEANING UP

Autoglym's new Polar Foam Sprayer allows users without access to a jet washer to clean their cars using a hand pump to generate pressure and apply cleaning products



Autoglym Polar Foam Sprayer

Price: £29.99 Contact: autoglym.com



FANCY a new mobile foam? Autoglym has launched a new Polar Foam Sprayer: a hand-dispenser for snow foam that doesn't need a pressure washer.

It has been introduced after independent research discovered that only 36 per cent of people who clean their own cars always use a pressure washer. It said some users find pressure washers bulky to manoeuvre and fiddly to set-up and dismantle, while others don't have access to a suitable outdoor electricity supply.

Snow foam allows cleaning solutions to cling more effectively to the surface of the car, creating more 'dwell time' for chemicals to loosen and lift stubborn dirt and grime. The

new Sprayer can deliver a blanket of foam, in the same way as a traditional lance on a jet wash. It uses less water, but will inevitably take longer to cover a car.

The new Polar Foam Sprayer is pressurised using the built-in hand pump, and the bottle has a 1.9-litre capacity that should easily cover the average car. A built-in safety lock stops it from being activated accidentally once pressurised. Contained within the nozzle is a filter pad that prevents contaminants getting onto the vehicle, and the sprayer comes with 10 spare pads.

It can be used with any foam, but is 'optimised' for Autoglym's Polar Blast foam, Polar Wash shampoo and Polar Seal wax.

BOOKS

My Travels on Racer Road

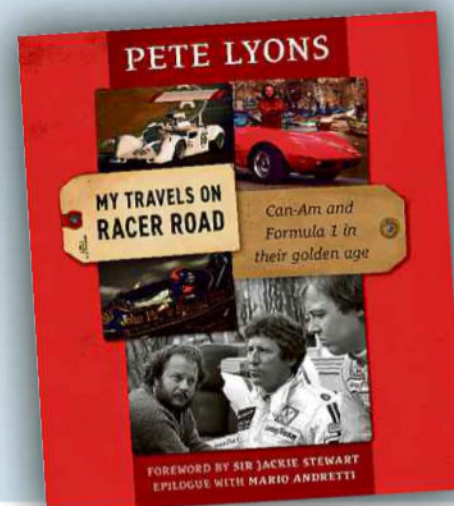
Pete Lyons Evro Publishing evropublishing.com

Price: £70 Rating: ★★★★★

AUTHOR Lyons is such an accomplished journalist and engaging writer that it's very reassuring this is an autobiography, rather than just a biography. Not only is he obviously best placed to tell the stories, but he does so with enviable recall and a great sense of humour.

It's a slow burn before you get to much about racing, recalling his father's Buicks, holidays in Montauk and his early exposure to cars and car culture. But once you're in, you're reminded of just how thrilling it must have been to report on Can-Am and Formula 1 racing during the sixties and seventies – an era when absolutely anything could, and often did, happen.

That Lyons can fill the majority of a book with tales from barely over a decade and still keep it interesting, relevant and engaging is testimony to his skill as a writer, though the book's also beautifully produced and crammed full of images – some from the trackside and some from the family album. A great read from a fantastic motorsport journalist, and well worth picking up, even if you're not of an age to remember the reports in period.



PAY Monthly

Spread the cost over
12, 24, 36, 48 or 60 months

Any mix of products
over £300
19.9% APR

5 MINUTE APPLICATION

SEE OUR FULL RANGE
OF 1000s OF
PRODUCTS ONLINE



Machine Mart

Britain's Tools & Machinery specialist!
www.machinemart.co.uk

FRIENDLY
STORES
NATIONWIDE



FREE 500 PAGE

CATALOGUE
GET YOUR FREE COPY!

• IN-STORE
• ONLINE • PHONE

0844 880 1265



GARAGES/WORKSHOPS

- Extra tough triple layer cover
- Heavy duty steel tubing
- Ratchet tight tensioning

**BRIGHT WHITE
INTERIOR**

ZIP CLOSE DOOR

Model	Dims	Order Code	exc.VAT	inc.VAT	WAS
CIG81212	3.6 x 3.6 x 2.5m	140613584	~~£249.00~~	~~£298.80~~	
CIG81015	4.5 x 3 x 2.4m	140613570	~~£279.00~~	~~£334.80~~	
CIG81216	4.9 x 3.7 x 2.5m	140613574	~~£319.00~~	~~£394.80~~	
CIG81020	6.1 x 3 x 2.4m	140613572	~~£349.00~~	~~£418.80~~	
CIG81220	6.1 x 3.7 x 2.5m	140613576	~~£389.00~~	~~£478.80~~	
CIG81224	7.3 x 3.7 x 2.5m	140613578	~~£489.00~~	~~£598.80~~	
CIG1432	9.7 x 3.6 x 3.6m	140613594	~~£1099.00~~	~~£1318.80~~	
CIG1640	12.4 x 4.3 x 3m	140613596	~~£2599.00~~	~~£3118.80~~	



CIG81220

**LENGTH
UP TO
40'**

**KEEPS THE
WEATHER
OUT!**

**FROM
£249.00
exc.VAT
£298.80 inc.VAT**

MODULAR STORAGE SYSTEMS



**10
PACKAGES
IN THE
RANGE**

- CREATE THE PERFECT FITTED GARAGE/WORKSHOP
- HEAVY DUTY, PROFESSIONAL PACKAGES
- ALL UNITS ALSO AVAILABLE SINGLY FOR CUSTOM BUILD

**PRICE CUT
NOW FROM ONLY
£1099.00
exc.VAT
£1318.80 inc.VAT
WAS £1318.80 inc.VAT**

**SAVE
UP TO
£479
compared to
individual
prices**

**CORNER UNITS
IN STOCK**

**A CHOICE OF
STAINLESS STEEL
OR WOODEN
WORKTOPS**

JUMP STARTS



**EXTRA
LONG
1M
LEADS**

**FROM
£86.99
exc.VAT
£104.39 inc.VAT**

Model	Starts Engines up to	Peak Amperes	Order Code	exc.VAT	inc.VAT
JS1100	3L	1100	010310017	~~£86.99~~	~~£104.39~~
JS1224LH	6L	1200	010318905	~~£144.99~~	~~£173.99~~
JS4000	6L	2200	010311030	~~£164.99~~	~~£197.99~~
JS12/24	6L	2000	010311224	~~£179.99~~	~~£215.99~~

PRESSURE WASHERS



**PRICE CUT
£579.00
exc.VAT
£694.80 inc.VAT
WAS £694.80 inc.VAT**

HUGE RANGE OF PETROL AND DIESEL PRESSURE WASHERS IN STOCK

**145bar
180bar
JET8500**

**£189.99
exc.VAT
£227.99 inc.VAT**

PRO TOOL CHESTS & CABINETS

**SEE
ONLINE
FOR OUR
HUGE
RANGE OF
TOOL
STORAGE**

**£154.99
exc.VAT
£185.99 inc.VAT**



Model	Description	Order Code	exc.VAT	inc.VAT
1 CB2203C	3 Dr step up	070118012	~~£86.99~~	~~£104.39~~
2 CB2209C	9 Dr Chest	070118032	~~£154.99~~	~~£185.99~~
3 CB2217C	7 Dr Cabinet	070118057	~~£279.00~~	~~£334.80~~

TURBO FAN GAS HEATERS

Offering low cost, efficient heating

**FROM
£89.99
exc.VAT
£107.99 inc.VAT**



Model	Max. Output kW	Order Code	exc.VAT	inc.VAT
Little Devil II	10.3	010416020	~~£89.99~~	~~£107.99~~
Devil 700	15	010410182	~~£114.99~~	~~£137.99~~
Devil 900	24.9	010410186	~~£159.99~~	~~£191.99~~
Devil 1600	36.6	010410190	~~£189.99~~	~~£227.99~~
Devil 2100	49.8	010410194	~~£249.00~~	~~£298.80~~
Devil 4000	131	010414000	~~£479.00~~	~~£574.80~~

ALUMINIUM RACING JACKS



**PRICE CUT
NOW FROM
£104.99
exc.VAT
£125.99 inc.VAT
WAS £131.98 inc.VAT**

- Quick lift
- Non-marking nylon wheels

CTJ1250AB

Model	Lifting Cap.	Order Code	exc.VAT	inc.VAT	WAS
CTJ1500AL	1.5T	020112633	~~£104.99~~	~~£125.99~~	~~£131.98~~
CTJ1250AL	1.25T	020111818	~~£129.99~~	~~£155.99~~	~~£167.98~~
CTJ2500ALB	2.5T	020112803	~~£169.99~~	~~£203.99~~	~~£203.98~~
CTJ1800AB	1.8T	020113202	~~£194.99~~	~~£235.99~~	~~£233.99~~

MICRO JUMPSTARTERS



**FROM
£49.99
exc.VAT
£59.99 inc.VAT**

- Compact enough to fit in a vehicle glove box

**WHAT CAR
BEST JUMP STARTER 2024**

**AUTO EXPRESS
CHOICE JUMP
STARTER 2024**

Model	Start Boost	Peak Boost	Order Code	exc.VAT	inc.VAT
JSM600	300A	600A	010319020	~~£49.99~~	~~£59.99~~
JSM1000+	500A	1000A	010319025	~~£59.99~~	~~£71.99~~
JSM1200E	600A	1200A	010319030	~~£69.99~~	~~£83.99~~

POWER TOOLS

CLARKE CCIW160 18V 1/2" DRIVE 18V 160NM CORDLESS IMPACT WRENCH WITH 2 X 2AH BATTERIES & CHARGER



**BEST
SELLER**

CP185

**CLARKE
CP185
SANDER &
POLISHER**

Model	Volts	KVA	HP	Order Code	exc.VAT	inc.VAT
PG2500A	230	2.2	5.6	010617850	~~£219.00~~	~~£262.80~~
PG3800A	230	3	5.6	010617852	~~£239.00~~	~~£286.80~~
PG6500ADV	230/110	3	5.6	010617854	~~£279.00~~	~~£334.80~~
PG6500ADVES	230/110	5.5	9.7	010617856	~~£299.00~~	~~£364.80~~
PG9000ADVES	230/110	5.5	16	010617860	~~£349.00~~	~~£418.80~~

WAS £1174.80 inc.VAT Honda engine models available

ELECTRIC HEATERS



**FROM
£42.99
exc.VAT
£51.59 inc.VAT**

**BEST
SELLER**

DEVIL 7003

DEVIL 2850

Model	Voltage	Heat Output	Order Code	exc.VAT	inc.VAT
Devil 2850	230V	1.4-2.8kW	010415801	~~£42.99~~	~~£51.59~~
Devil 7003	230V	1.5-3kW	010415450	~~£64.99~~	~~£77.99~~
Devil 6009	400V	4.5-9kW	010416009	~~£124.99~~	~~£149.99~~
Devil 7009	400V	4.5-9kW	010415454	~~£149.99~~	~~£179.99~~
Devil 6015	400V	5-10-15kW	010416015	~~£184.99~~	~~£221.99~~

SOCKET SETS & WRENCHES



Top quality chrome vanadium steel

- 18 Sockets
- 8-32mm
- Reversible ratchet
- Comfort grip handle

PRO360

**£29.99
exc.VAT
£35.99 inc.VAT**

HUGE RANGE OF RATCHETS, SPANNERS AND SOCKET SETS

Digital electronic torque wrench

- 1/2" drive size
- Chrome plated
- Soft grip handle

PRO237

**£89.99
exc.VAT
£107.99 inc.VAT**

INVERTER GENERATORS



**PRICE CUT
NOW FROM
£209.00
exc.VAT
£250.80 inc.VAT
WAS £262.80 inc.VAT**

2.2 KVA

IG2200A

Model	Max Output	Weight KG	Order Code	exc.VAT	inc.VAT
IG950D+	800W	9.3	010617107	~~£209.00~~	~~£250.80~~
IG1700F	1700W	22	010617095	~~£249.00~~	~~£298.80~~
IG1200D	1100W	12.4	010617112	~~£279.00~~	~~£334.80~~
IG3500AF	3400W	35	010617125	~~£359.00~~	~~£430.80~~
IG2200A+	2200W	26.6	010617121	~~£419.00~~	~~£502.80~~
IG4000+	3800W		010617130	~~£599.00~~	~~£718.80~~

WAS £262.80 inc.VAT *WAS £514.80 inc.VAT *WAS £1162.80 inc.VAT

GENERATORS



**FROM
£219.00
exc.VAT
£262.80 inc.VAT**

**ALSO
DIESEL
GENERATORS
UP TO 125KVA**

Model	Volts	KVA	HP	Order Code	exc.VAT	inc.VAT
PG2500A	230	2.2	5.6	010617850	~~£219.00~~	~~£262.80~~
PG3800A	230	3	5.6	010617852	~~£239.00~~	~~£286.80~~
PG6500ADV	230/110	3	5.6	010617854	~~£279.00~~	~~£334.80~~
PG6500ADVES	230/110	5.5	9.7	010617856	~~£299.00~~	~~£364.80~~
PG9000ADVES	230/110	5.5	16	010617860	~~£349.00~~	~~£418.80~~

WAS £1174.80 inc.VAT Honda engine models available

PRO SANDER / POLISHER



**£64.99
exc.VAT
£77.99 inc.VAT**

**150MM
PAD DIA.**

CP150

**Dual action
combines rotary
& orbital motions
to produce an
excellent polished
finish**

**WARRIOR
WINCH
UP TO
7938KG
CAPACITY
IN STOCK**

**FROM
£89.99
exc.VAT
£107.99 inc.VAT**



Model	Order Code	exc.VAT	inc.VAT
20SPS12	020110281	~~£89.99~~	~~£107.99~~
25SPS12	020110296	~~£129.99~~	~~£155.99~~

20SPS12

EASY WAYS TO BUY...

CALL & COLLECT AT STORES TODAY

CLICK & COLLECT OVER 10,500 LOCATIONS

VISIT STORES NATIONWIDE

CALL 0115 956 5555

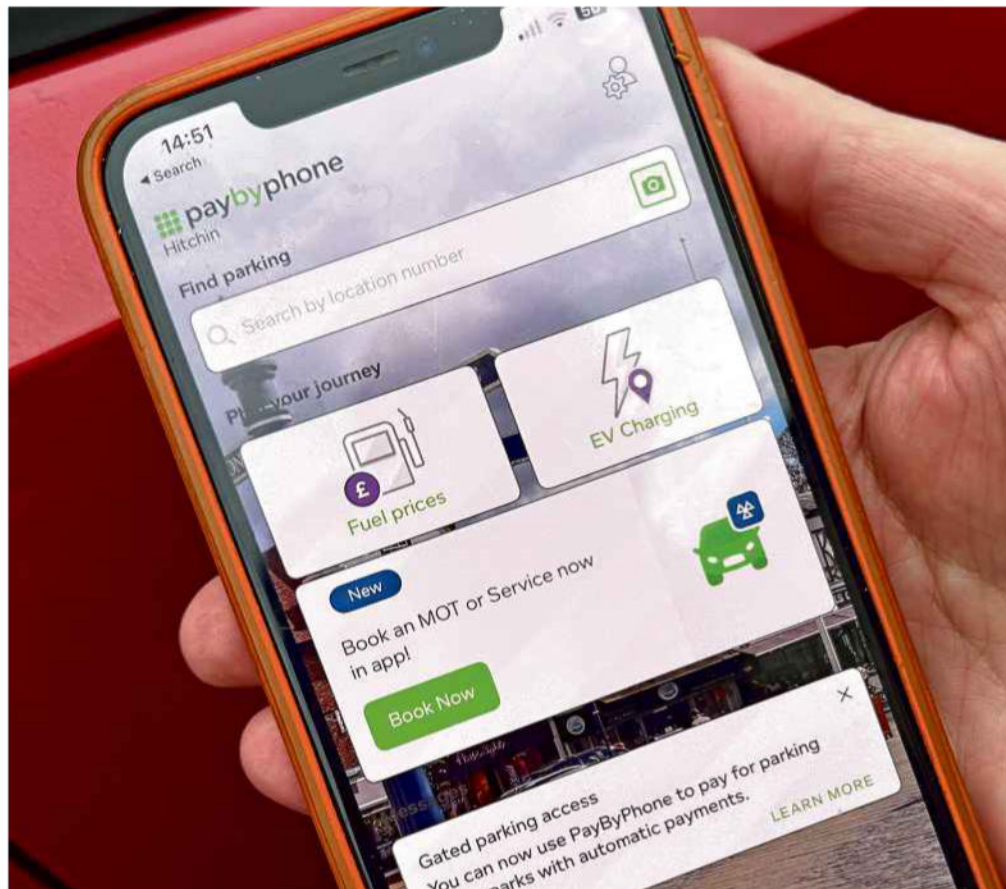
BROWSE machinemart.co.uk

BARNLEY, S71 1HA	01226 732297	DEAL KENT, CT1 4 6BQ	01304 373434	LIVERPOOL, L3 5NF	0151 709 4484	PORTSMOUTH, PO3 5EF	02392 654777
B'HAM GT. BARR, B43 6NR	0121 358 7977	DERBY, DE1 2ED	01332 290931	LONDON CATFORD, SE6 3ND	0208 695 5684	PRESTON, PR2 6BU	01772 703263
B'HAM HAY MILLS, B25 8DA	0121 771 3433	DONCASTER, DN2 4NY	01302 245999	LONDON EDMONTON, N18 0QD	0208 803 0861	SHEFFIELD, S2 4HU	0114 258 0831
BOLTON, BL3 6BD	01204 365799	DUNDEE, DD1 3ET	01382 225140	LONDON LEYTON, E10 7EB	0208 558 8284	SIDCUP, DA15 9LU	0208 3042069
BRADFORD, BD1 3BN	01274 390962	EDINBURGH, EH8 7BR	0131 659 5919	LUTON, LU4 8JS	01582 728063	SOUTHAMPTON, SO17 3SP	02380 557788
BRISTOL, BS5 9JH	0117 935 1060	EXETER, EX2 8QG	01392 256744	MAIDSTONE, ME15 6HE	01622 769572	SOUTHEND, S59 3JJ	01702 483742
BURTON, DE14 3QZ	01283 564708	GATESHEAD, NE8 4XA	0191 493 2520	MC CENTRAL, M8 8DU	0161 241 1851	STOKE-ON-TRENT, ST1 5EH	01782 287321
CAMBRIDGE, CB4 3HL	01223 322675	GLASGOW, G4 9EJ	0141 332 9231	MC OPENSHAW, M11 1AA	0161 223 8376	SUNDERLAND, SR2 9GF	0191 510 8773
CARDIFF, CF24 3DN	02920 465424	GLOUCESTER, GL1 4HY	01452 417948	MANSFIELD, NG19 7AR	01623 622160	SWANSEA, SA2 9AG	01792 792969
CARLISLE, CA1 2LG	01228 591666	GRIMSBY, DN32 9BD	01472 354435	MIDDLESBROUGH, TS17 6BZ	01642 677881	SWINDON, SN1 3AW	01793 491717
CHELTENHAM, GL52 2EH	01242 514402	HULL, HU9 1EG	01482 223161	NORWICH, NR2 4LZ	01603 766402	TWICKENHAM, TW1 4AW	0208 892 9117
CHESTER, CH1 3EY	01244 311258	ILFORD, IG2 7HU	0208 518 4286	NORTHAMPTON, NN5 5JH	01604 267840	WARRINGTON, WA2 8JP	01925 630927
COLCHESTER, CO1 1RE	01206 762831	IPSWICH, IP1 1UZ	01473 221253	NOTTINGHAM, NG1 1GN	0115 956 1811	WIGAN, WN5 9AU	01942 323785
COVENTRY, CV1 1HT	02476 224227	LEEDS, LS4 2AS	0113 231 0409	PETERBOROUGH, PE1 2PE	01733 311770	WOLVERHAMPTON, WY4 6EL	01902 494186
CROYDON, CR2 6EU	0208 763 0640	LEICESTER, LE4 6PN	0116 261 0688	PLYMOUTH, PL4 9HY	01752 254050	WORCESTER, WR1 1JZ	01905 723451

NEW PRODUCT

PayByPhone Servicing App

Price: Free Contact: paybyphone.co.uk



REX MANY of us will have used PayByPhone to save queueing up or rummaging around for change at car park ticket machines, and now the company is branching out to add other motoring services to its app.

The latest is a servicing and MoT feature, which gives users access to a network of thousands of garages across the UK to search, book, pay for and manage their vehicle's maintenance. The company says its partners will offer the same benefits and cost savings to private buyers that are currently enjoyed by managers of large fleets.

The app offers access to a growing network of garages, which will typically be within 10 miles of a user's location. These will include national brands such as Halfords and Kwik Fit, along with independent local garages.

The vehicle servicing feature is now shown as a button on the landing

page of the PayByPhone app, which will be familiar to those who already use it for parking.

From there, users can view available service options, with prices starting from an average of £139. They can select their preferred garage, and the booking will be confirmed via the app by the next working day.

PayByPhone says that the pre-negotiated rates offered will be lower than the walk-in price, and there are extra discounts on labour and parts if extra work is needed.

As part of the process, PayByPhone's in-house experts will review any additional work or repairs suggested by the garage, to assess if they are justified and reasonable, before passing them on to the customer to be approved in the app.

Customers will be expected to pay a deposit, but cancellations are free up to two hours before the booking.

ALL IN HAND

Using the PayByPhone app, you can now pre-book maintenance and repairs from a number of well known high-street garages, with prices said to match those offered to large fleet companies

FIRST TEST



Ring Jumpstart 5-in-1 Tyre Inflator & Jump Starter

Price: £119.99 Rating: ★★★★★☆
Contact: ringautomotive.com

YOU'RE not going to be able to prepare for every breakdown, but Ring's 5-in-1 Tyre Inflator & Jump Starter covers the most common sources of car trouble in a compact package.

Its main function is to save you from a flat battery or a deflated tyre, but the unit also has a 12V power supply and USB powerbank with a 12,000mAh capacity – enough to charge a smartphone three times. There's also a dual-LED light, which can be switched to a red flashing mode to warn traffic if you're stranded.

With a full charge, the unit started a 1.8-litre engine with a flat battery easily using a Boost function, and went on to add 10psi to six tyres before giving up. It's recharged via USB-C and takes four hours to reach 100 per cent.

The inflator has a digital gauge, and an auto-stop function, which allows you to preset the required pressure. Although not cheap, it's no more than a battery booster pack, tyre pump and lamp would be separately.



THE **evo** PODCAST

YOUR PERFECT DRIVING COMPANION

INSIGHTS | EXPERTISE | SPECIAL GUESTS

Search 'the evo podcast' on



Get going when it matters.

START IT WITH RING

Available at: **amazon**



Or buy direct from
shop.ringautomotive.com

SAFER, BETTER DRIVING

[f](#) [in](#) [@](#) [/ringautomotive](#)

www.ringautomotive.com



ULTRA BOOST

LITHIUM JUMP STARTERS

Start completely flat batteries, safely and quickly.

Boost function

To start seriously depleted batteries

Rapid recharge

Ready for next time

Ringintelligence technology

To keep users safe and protect vehicles

Better by design

Lock 'n' load intelligent clamps for easy use



**SAFE
CONNECT**

In-built safety features

Ringintelligence
technology

MINI TEST



Tom Barnard

WHILE leather upholstery might seem like it is easier to keep clean than fabric, over time it will still need attention. Dirt, sweat and dye from clothing can discolour the surface, especially on lighter shades. Also, the hide will need 'feeding' to keep it supple and prevent cracking.

A dedicated leather cleaner is the best way to keep your interior clean and looking like new. To test each contender we used an off cut of high-quality, light-coloured automotive leather and marked it with soot, ink, make-up and grease. We rated how much effort was needed to remove the dirt and how the material felt after.

VP's new Hydrate-It Leather Care looks cheap at £8 for a half-litre and did a decent job of cleaning with less effort than the G3. But it can't match the results of the Supernatural, which remains our Best Buy.

VP Hydrate-It Leather Care

Price: £8.25 Size: 500ml

Rating: ★★★★★☆ Contact: vp-uk.co.uk

THE main attraction of the VP is its price, because it's cheaper than the Supernatural and goes further than the G3. A one-litre bottle looks even better value at £11.25.

Applying it is a simple case of dabbing onto a microfibre cloth and rubbing into the leather. It quickly removed the soot and grease, just leaving a very slight residue in the deeper grain. The Biro mark remained untouched, however.

After a few minutes the wetness disappeared, leaving the hide feeling soft and with a faint citrus aroma. But it doesn't clean as well as the rivals here. We think the Supernatural is worth the extra cost, and the G3 the extra effort.



TESTED VP Leather Cleaner

GETTING INTO THE GROOVES: We put VP's new Hydrate-It Leather Care up against the two best cleaners in the class, but is it on a hiding to nothing?

Supernatural Leather Cleaner

Price: £10 Size: 500ml Rating: ★★★★★★

Contact: supernaturalcarcare.com

SUPERNATURAL has consistently won this category since 2015, and we continue to be amazed at how well it works. While we usually check for a rival's residue after three wipes, this cleaner gets rid of the lot – including the stubborn Biro – in one pass of a microfibre cloth.

It's slightly more expensive, but a little goes a long way and cuts your cleaning time in half.



G3 Professional Leather Cleaner

Price: £8 Size: 500ml Rating: ★★★★★★

Contact: g3pro.com

WHILE the other two cleaners in this test require just a wipe with a cloth to get results, you'll have to dedicate a bit of time to achieve the same results with the G3. After scrubbing the leather with a soft brush, it's best to leave the resulting lather to dwell for a couple of minutes before wiping off.

The reward for all your hard work is a great result, especially on heavily textured seats. It also leaves a pleasant leathery smell afterwards.



VonHaus Garden Hose Reel

Price: £59.99 Hose length: 20m

Rating: ★★★★★

Contact: vonhaus.com



THE VonHaus was a clear winner in our last hose reel test, and it cements its position this year thanks to a £15 price drop that makes it even better value.

The compact and smart case contains an auto-winding hose, which smoothly reels in the 20-metre pipe. A 30-metre version is available for an extra £20.

It is supplied ready assembled, complete with a two-metre-long feed hose to connect to your tap, and a wall mounting, which allows the reel to hinge by 180 degrees. The gun nozzle has eight spray settings.



Claber Kiros Kit

Price: £42.99 Hose length: 29m

Rating: ★★★★★

Contact: claber.co.uk



ALTHOUGH the Claber Kiros's less sophisticated mechanism requires you to manually wind up the hose, it makes this almost effortless due to a smooth action and non-kink pipes. The alloy frame and high-quality plastics feel like they are built to last, too, and the wall-mounting hooks are sturdy enough to cope with reeling up without needing a steadying hand.

There's 30 metres of hose, but you need to cut a length off this to connect the reel to a tap, using couplings supplied.



Hawksmoor Auto-Reel Hose

Price: £79.98 Hose length: 30m

Rating: ★★★★★

Contact: toolstation.com



THE Auto-Reel's bright colours and huge size might put some off, especially if you plan to leave it on the front of your home. But it is a serious bit of kit, with a 30-metre hose that is efficiently winched in by the auto-reel mechanism.

We loved that it comes ready assembled, and the quality of the connectors feels better than it looks. The flow rate was better than most rivals here, despite the extra hose length.



Kärcher Premium Hose Reel

Price: £73.99 Hose length: 20m

Rating: ★★★★★

Contact: kaercher.com/uk

AS you'd expect from a brand such as Kärcher and a model called Premium, this reel has a high-quality feel and a clever design. A smaller drum makes winding back in easier and a mounting dock holds it solidly to a wall, but it can be released with one hand.

There's also a cubbyhole for storing tools and an Aqua Stop connector to make it easier to swap between a pressure washer and other nozzles.

HOSE REELS

Our test reveals which of these hoses is the reel deal

BUY YOUR CAR KIT WITH CONFIDENCE

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Scan the code to access our huge online test archive



Tom Barnard

A HOSEPIPE is considered to be a basic essential in any car-cleaning kit, allowing you to bring a supply of fresh water to your car for bucket filling and rinsing. It will also allow you to hook up a pressure washer to really help shift the dirt.

But hoses can also be the most frustrating tool, especially when you are tired after a car-cleaning session. You need to

stow the reluctant pipe without causing any kinks or leaving it vulnerable to damage.

A hose reel will make tidying up much easier and keep the precious pipe protected, while connectors make it simple to latch onto the tap and plug in a pressure washer. Once you are finished, you can reel the hose up in seconds.

Which of our seven reels can steal the top prize in this test?

How we tested

WE looked for a complete kit to let us connect to a tap and immediately start washing a car. We timed how long it took to fill a 10-litre bucket and checked to see what pressure was lost inside the hose.

We tried the supplied spray nozzles, and checked fittings for quality and watertightness when attaching to a pressure washer. The ease of reeling was evaluated, as was the price.



Hawksmoor 2-in-1 Hose Reel 25m

Price: £29.98 Hose length: 24m

Rating: ★★★★★

Contact: toolstation.com

IF you're on a budget and don't mind a bit of exercise by winding up the hose yourself, then Toolstation's hose reel has all you need, including a wall-mounting hook and a nozzle that features a choice of spray patterns.

You need to do some assembly, though, including cutting off a length of hose to use as a tail to reach from the reel to the tap, which reduces the usable length of the pipe.



Draper 15046 RGH20 Hose Reel

Price: £98.63 Hose length: 20m

Rating: ★★★★★

Contact: drapertools.com

WE loved the Draper's high-quality feel and compact size, which will make it much less of an eyesore. The kink-free hose has a great flow rate, too, and the auto-reel mechanism works well.

Bear in mind, though, that it's only 20 metres long, which might not suit everyone. It's disappointing that the nozzle connector doesn't have an auto-stop valve, too, especially when you consider the price.



Titan Auto-Reel Hose

Price: £89.99 Hose length: 25m

Rating: ★★★★★

Contact: screwfix.com

YOU might expect a reel from Screwfix's own brand to be at the cheaper end of this market, so the Titan's £89.99 price tag will raise an eyebrow.

But the hose impresses with its high quality in most places, with solid-feeling connectors that latch and release easily even when under water pressure. The automatic reeling works smoothly, but it's a shame that the water flow was one of the slowest.

Verdict

THE VonHaus Garden Hose Reel takes the win by offering a well designed reel at a price that beats own-brand rivals. If you don't need the self-winding feature, then the Claber Kiros Kit looks great value and feels like it is built to last. The final podium place goes to the Hawksmoor Auto-Reel.

DRIVER POWER

The UK's No.1 car ownership survey

TELL US ABOUT YOUR CAR



Every year, thousands of car owners take the Driver Power survey, sharing thoughts, opinions and experiences of the cars they own and drive. This not only helps potential buyers, but gives feedback to manufacturers to shape the next generation of cars. The survey should take less than 10 minutes to complete and by taking part, you'll also be in with a chance of winning a £100 Amazon voucher.

TAKE PART TODAY AND TELL US WHAT YOU THINK!

Type <https://autovia.blueconic.net/s/b6l> into your browser or use the QR code to access the survey





**98 DRIVER POWER
C3 AIRCROSS**
Popular Citroën SUV rated



**100 BUYER'S GUIDE
BMW 2 SERIES**
Lowdown on Gran Coupé



**102 TOP 10
ESTATE CARS**
The best load-luggers

BUYING CARS

REX THE journey to a car-changing decision is a fascinating one.

Whether it's a new or used buy, at one end you have people who know exactly what make and model they want and just crack on, whereas others take a more meandering route to the set of keys that end up in their hand.

I met up with a mate recently and, as it tends to when you work at Auto Express, the subject rolled round to his next car. He's in the market for something fun that doesn't need to be practical, which opens up plenty of possibilities.

With a budget of around £5,000 (which we increased over the course of the chat), his Plan A was a good one; he was weighing up a MINI Cooper S, or maybe a Ford Fiesta ST. But over the course of a pint or two we covered everything from the Mazda MX-5

TAKE YOUR TIME WHEN SEARCHING

**"HAVING TIME ON YOUR SIDE
TAKES SO MUCH PRESSURE
OFF THE BUYING PROCESS –
YOU DON'T NEED TO JUMP
AT THE FIRST CAR YOU FIND"**

and Volkswagen up! GTI to the SEAT Leon Cupra and BMW 330i.

The Mazda MX-5 would normally be my go-to answer for fun when practicality isn't an issue. It's plentiful on the used market no matter what your budget, and there are lots of specialists around to take

care of older examples; it's also a lovely thing to drive, but the little two-seater doesn't appeal to everyone.

Personally, I also love fast practicality, so a Skoda Octavia vRS, Leon Cupra ST (way over budget!) or Ford Focus ST Estate (less over budget) would all be worth a look, but in my mate's case the car didn't need to carry much stuff along for the ride. So after brief diversions to discuss Japanese alternatives – early Toyota GT86s look tempting, as does the Honda Civic Type R, if you can find a good example – we pretty much ended up back where we started.

My friend had the enviable advantage of time, so was browsing the classifieds to see if the right car would come up fairly locally. That takes so much of the pressure off – you don't need to jump at the first car you find, and the more examples you look at, the better grasp you'll have of what you get for your money. As is often the case, knowledge is power, so do your research, and know what you're looking for.

It's a somewhat romantic view, but I think the right car will often find you if you can be patient. And love with your next car is more likely to blossom if you know what you want and wait for the right potential partner to come onto your radar.

Three weeks later, he messaged me a photo of his newly acquired MINI Cooper S.

PAUL BARKER

Auto Express's editor explains why not rushing into a car-buying decision can give you greater satisfaction when you eventually find what you want



DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS



Richard Dredge

THE Citroen C3 Aircross shares much with Vauxhall's Crossland, and was replaced last year by a new model, but the outgoing car leaves on a high with a top-20 position in the Driver Power survey. Owners rate the Citroen most favourably for its overall value, in 10th, while they also like its low running costs, with the price of insurance coming seventh, and servicing in ninth place.

Other good scores include fourth for seating flexibility and 14th for boot space. Owners also like the front-seat comfort, which came 11th, and they're very impressed with the brakes, which came fifth, while the responsiveness of the steering notched up a 10th place.

But as you'd expect for a now-superseded model, it's not all good news for the smart-looking Citroen. Owners aren't keen on the shortage of cubbyholes, hence a 43rd place here, while the user-friendliness of the switchgear was ranked 39th, and the over-reliance on the touchscreen to control functions meant 44th place in this section. Most other categories were mid-table at worst.

MPG AND RUNNING COSTS

YOU SAID "Fuel economy is excellent. I can get over 55mpg on a long run, which is impressive from a petrol engine. The costs of insurance and road tax are also very reasonable, and it's the same for servicing."



POSITION 20th Citroen C3 A

USED PRICES FROM: £6,000 YEARS: 2017 to 2024 CO₂: 115g/km FUEL ECONOMY: 56mpg (1.2 PureTech) BEST OP

RIDE AND HANDLING

YOU SAID "Bearing in mind the C3 Aircross is a small SUV and therefore sits a bit higher, it handles very well, with less lean than you'd expect. I'm a slightly built female, so the light steering is also perfect for when I'm parking in town."

INTERIOR AND COMFORT

YOU SAID "The interior finish is very good and the design is rather cool. The seats have very good lumbar support and the materials are pleasing to the eye, but I would like some extra storage space in the cabin."



"The heating and ventilation have to be reset each time the car is switched on, which is really annoying."

"It's typically Citroen: very quiet and the driver's seat is exceptionally comfortable even on the longest drives."

"I really enjoy my C3. From day one, when I test drove it, I realised this is one of the best cars I've ever driven."



Aircross Mk1

FEATURES: Metallic paint, space-saver spare wheel, glass roof



WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars.

WHAT DO YOU LIKE?

"This is my first automatic car for 40 years, and I am so impressed with the really smooth gearchanges."

"The performance is really good. It's quicker than my C3 Picasso was, and I was really pleased with that."

"Reliability has been excellent. I haven't had any problems in the three years that I have had the car."

"Best car I've ever owned. The new model is even better than my previous Aircross, which I also loved."

WHAT DON'T YOU LIKE?

"The cabin should be much quieter. There's far too much road and wind noise, which is very disappointing."

"The reflections on the windscreen are a problem. They can be very distracting in direct sunlight."

"The glovebox is too small to be useful, and there's a shortage of storage space around the cabin."

"I was hoping for better fuel economy. I've managed to achieve just 35mpg on average over 8,000 miles."

88.13%

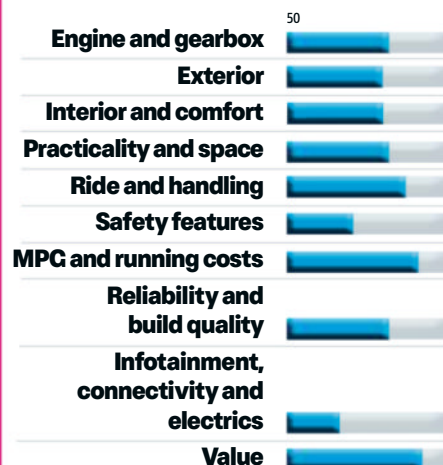
OVERALL SCORE

Bars show where model finished out of 50 vehicles in our 2024 new-car survey. The longer the bar the better

PRACTICALITY AND SPACE

YOU SAID "It's roomy, the dials and touchscreen are easy to read, and the seats are comfy. Citroen has made good use of the boot, especially the ability to drop the floor to create more carrying capacity. The high seat gives good visibility all-round."

CATEGORIES YOUR RATINGS



SCAN THE CODE TO TAKE THE SURVEY

Tell us about your car and you could be in with a chance of winning £100 Amazon voucher

USED BUYER'S GUIDE BMW 2

FROM £13,000 Small four-door saloon is ideal for those who put driving fun before practicality



Richard Dredge

CAR makers have created niches within niches over the past few years, leading to an array of cars that can leave you wondering who is meant to buy them. The BMW 2 Series Gran Coupé is just such a car, because it's a four-door saloon with limited space for those in the back. As such it doesn't offer the practicality of a 3 Series, and it's more costly than a regular 2 Series, without offering much extra in return.

Even so, the 2 Series Gran Coupé has sold in good numbers, so if you want a compact saloon that's good to drive, well made and generously equipped, but offers relatively limited usability, it could be the car for you.

HISTORY

THE 2 Series Gran Coupé arrived in March 2020, just as the first Covid lockdown was being imposed. Petrol fans could choose between the 138bhp 218i with a 1.5-litre three-cylinder engine, and the 302bhp M235i xDrive, with four-wheel drive. Diesel lovers had the 187bhp 220d, which like the M235i, featured a 2.0-litre four-cylinder engine.

The range was extended in July 2020, to include a 148bhp 218d, still with the 2.0-litre engine. At the same time a 220d xDrive option was introduced with four-wheel drive.

A facelifted 2 Series Gran Coupé is about to appear, with a refreshed exterior design and new driver-assistance systems. There will be just the 168bhp 220i M Sport, with mild-hybrid tech, and the M235i xDrive. Diesels are no longer offered.

WHICH SHOULD I BUY?

WE wouldn't suggest that you avoid any 2 Series Gran Coupé, whatever the engine or transmission. However, the M235i isn't quite as sensational to drive as the M badging might suggest, so the sweet spot comes in a model lower down the range.

There were just two trim levels: Sport and M Sport, with the latter by far the most popular. The Sport has

17-inch wheels, adaptive cruise control, cloth trim and LED headlights, along with parking sensors front and rear. The M Sport has 18-inch alloys, leather trim, a black headlining, a bodykit, heated front seats and sports suspension.

RUNNING COSTS

ALL of these cars have condition-based servicing, which allows up to two years or 20,000 miles between services. There's no set schedule for replacing specific parts, but an oil change costs £337; add air and fuel filters and this becomes £558. A diesel fuel filter is due every other service, at £152, while fresh brake fluid every two years is £155.

The engines are chain-driven, so there are no cambelts to replace. Insurance groups are as low as 17 (218i) but go as high as 36 (M235i). The 218d sits in groups 20-24, while the 220d is in groups 24-28.

At launch, all Gran Coupés cost well below £40,000, but many newer cars breach this price point, so they're subject to the £490 luxury road tax supplement until their sixth birthday.

PRICES

THERE'S no shortage of used Gran Coupés to buy. We found more than 700 for sale, most of them petrol-engined. Diesels start at £17,000 for a 70-plate 218d that's done 55,000 miles; 220ds generally start at about £1,000 more. Choose petrol, and a 70-plate 218i Sport with 80,000 miles on the clock can be yours for £13,000.

Most petrol Gran Coupés are 218is, but 220is start at £21,000 for a 21-plate M Sport with 30,000 miles. Almost one in seven Gran Coupés is an M235i, and these are priced from £23,000 for a 40,000-mile example.



ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

ON THE ROAD

All engines are powerful enough, but the torquey 220d is particularly good and reasonably economical



CHECKLIST

SUSPENSION

Poor ride quality is a common gripe with BMWs, and that's the case here, thanks to firm suspension and (usually) the fitment of 18-inch wheels.

SPARE WHEEL

BMW supplied an inflator kit, but a space-saver spare wheel was available for all models apart from those with four-wheel drive. It was priced at £150.

RECALLS

THE original 2 Series was subject to a raft of recalls, while the second-generation 2 Series Active Tourer has been recalled twice. But the 2 Series Gran Coupé has had just one recall so far.

It was issued in November 2024, and it affected just a handful of cars made between April and June 2023. These few cars left the factory with some front-end panels that weren't properly attached to the structure, because the fixing screws weren't done up tightly enough. The solution was easy enough: BMW dealers replaced the original screws with new ones, and tightened them sufficiently to ensure the panels didn't come adrift.

ALTERNATIVES

THE BMW doesn't have that many direct rivals if you're keen on buying something with a premium badge, because small saloons haven't always been popular with posh brands. But one obvious alternative is the Audi A3 saloon, which arrived at the same time as the Gran Coupé; it's as easy to live with as you'd expect, it comes with some really efficient engines and it's well made, but it isn't as good to drive as the BMW.

Mercedes offers two options: the A-Class Saloon and the CLA, with the latter essentially a more swoopy version of the first. Better to drive than the Audi, both of these Mercs are also well equipped and have nicely made, hi-tech interiors that are easy to live with.

Series Gran Coupé



**BUY THROUGH
AUTO EXPRESS!**

Scan the code to
check out used
BMW 2 Series
Gran Coupés.



PRACTICALITY

Rear legroom is fine but headroom is tight. Restrictive saloon opening makes loading bulky objects tricky



INTERIOR

THE cabin isn't especially spacious, but it's relatively luxurious, with plenty of equipment and high-quality materials. It's also hi-tech, with digital instrumentation and an 8.8-inch display in Sport models; M Sport editions have a 10.25-inch screen. You'll love the sharp graphics and user-friendly interface of the infotainment, which is typical of the 2 Series; the tech is intuitive and easy to live with.

While rear headroom is tight, legroom isn't too bad, and the 430-litre boot space is bigger than the 1 Series hatch. Usability is boosted by the standard fitment of a back seat that splits and folds 40:20:40, so you can fit in longer loads, but access isn't great because the boot opening is quite small.

CAMERA BUG

The rear camera can stop working altogether, but more likely is it will work okay, then stop working soon after being activated. A software update will usually fix things.

HEADLIGHTS

Condensation can form inside the headlights. Sometimes it clears, sometimes it doesn't. Some owners have had headlights replaced under warranty because of this problem.



ON THE ROAD

THE 2 Series is front-wheel drive, so its handling is reassuring, but it's also an enjoyable car to drive.

There's a lot of pleasure to be had on a twisty road, thanks to decent grip and excellent feedback

through the steering wheel. Even the three-cylinder 218i has reasonable performance, but the 220d has more punch while the M235i is seriously quick, but it's hampered by an automatic gearbox that isn't quite slick enough.

DRIVER POWER

THE 2 Series hasn't appeared in our surveys since 2021, when it came 37th out of 75.

In our 2024 poll there were four BMWs, which ranked from 18th (the Mk7 3 Series) to 36th (X3 Mk3) out of 50.

BMW came a middling 14th out of 32 in our 2024 brands survey, with owners liking their models' performance, infotainment and ergonomics, but not the value, running costs or exterior design.



VERDICT ★★★★★

DESPITE its obvious flaws, the 2 Series Gran Coupé has sold well, proving that for many car buyers practicality is a lot less important than a decent drive or a smart cabin. Our verdict after driving the Grand Coupé was: "It has a rather awkward stance, and feels very much the niche car it is – full of compromises and shouting that you wanted the bigger 4 Series Gran Coupé, but couldn't quite afford it." For some people the greater affordability seals the deal, while others just want a smaller car that's as good to drive and as well built as you'd expect a BMW to be.

Skoda Octavia Estate Prices from £28,370



1

IF ever there were proof that you don't need to buy an SUV to cater for all your family needs, then the Skoda Octavia Estate is it. A previous winner of our Estate Car of the Year award, the Octavia wagon is one of the best all-rounders money can buy; little wonder when you consider that the hatchback it's based on deservedly took our Family Car of the Year title in 2024.

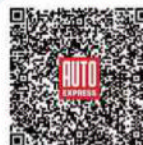
Brilliantly practical, with easy-to-use onboard technology and a classy interior, the Octavia Estate feels more upmarket than ever after an update last year. With a choice of petrol, petrol hybrid or diesel power, in combination with either a manual or automatic gearbox, there should be a model to suit most tastes. Plus, there's always the sporty vRS version if you're seeking a little extra performance – what's not to like?

PROS

Huge boot
Comfortable ride
Smart interior design

CONS

Not as cheap as its predecessor
Some rivals are more fun to drive
Rear headroom is a little tight



**BUY THROUGH
AUTO EXPRESS!**

Scan the code to check out great Skoda deals

10 BEST ESTATE CARS

FROM £28,370 A good estate car delivers practicality, space and low running costs – here are our top

BMW 5 Series Touring Prices from £54,165



3

THE BMW 5 Series has long been a firm favourite of company car drivers, thanks to its sporting credentials and an ability to chew up motorway miles with ease. The Touring estate model also possesses these traits, but with the added bonus of far more boot space.

When it comes to power, there's a choice of petrol or plug-in hybrid, along with the fully electric i5 Touring. This is the best choice for company car drivers because it attracts a lower Benefit-in-Kind tax rate, not to mention further savings on running costs.

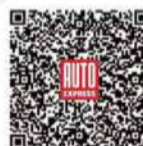
The 5 Series Touring is one of the more engaging cars in this list. BMW's efforts mean it doesn't feel as large as it is on the road, and this, combined with direct steering, makes it surprisingly agile in corners.

PROS

Practical interior
Drives as well as the saloon
Low running costs

CONS

Smaller boot than rivals
Firm low-speed ride
Digital displays look fussy



**BUY THROUGH
AUTO EXPRESS!**

Scan the code to check out great BMW deals

Skoda Superb Estate Prices from £36,995



2

THE Skoda Superb Estate offers sharp styling, enormous practicality and enough tech to easily compete with a number of executive car rivals, yet it costs thousands less.

The main selling point of the Skoda, aside from the way it drives, is its unrivalled practicality. The boot provides a cavernous 690-litre load area or 1,920 litres with the rear seats down – figures that few rivals come close to matching.

For rear-seat passengers, luxury is the order of the day, and the Skoda provides a level of legroom that can only be outdone by outright luxury cars such as the Audi A8 L.

If there's one criticism, it's that the sheer size of the Superb Estate can make it tricky to park. Aside from this, though, the Superb was the obvious choice for our Estate Car of the Year award in 2024.

PROS

Huge interior and boot
Smart design
Long EV range for PHEV

CONS

Not exciting to drive
Highest trim level not great value
Plug-in hybrid could be cheaper



**BUY THROUGH
AUTO EXPRESS!**

Scan the code to check out great Skoda deals



**Shane
Wilkinson**

Shane.Wilkinson@autoexpress.co.uk



ESTATES might be less popular than they once were, but the best ones are still spacious family-focused models that offer plenty of practicality. They're often good to drive, too, and there's plenty of choice when it comes to powertrain, with petrol, diesel, hybrid, PHEV and fully electric options.

10 favourite wagons

Toyota Corolla Touring Sports From £31,840



4

A RECENT update brought a host of improvements to the Toyota Corolla Touring Sports. Styling revisions, an upgraded infotainment system, a bigger battery and increased power are all major changes, and they make for an excellent all-round package.

Both the 1.8 and 2.0-litre hybrids can achieve over 60mpg with little effort, yet with 138bhp and 193bhp respectively, they provide decent performance. The Toyota is good to drive, too, and more fun than the Volkswagen Golf Estate.

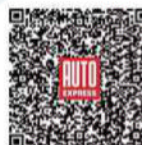
The Touring Sports is one of the smaller estate cars here, but it still offers plenty of room for occupants. The boot capacity varies depending on your chosen engine size – 596 litres for the 1.8 engine or 581 litres for the 2.0 unit – but the load area is well laid out, with a low load lip.

PROS

Slick hybrid powertrain
Low running costs
Good to drive

CONS

Rivals offer more boot space
Relatively high list price
No plug-in hybrid option



**BUY THROUGH
AUTO EXPRESS!**

Scan the code to check out great Toyota deals

Mercedes E-Class Estate Prices from £57,780



PROS

Loads of tech
Luxurious inside
Choice of powertrains

CONS

Rather small boot
Slightly dull to drive
Expensive to buy

5



**BUY THROUGH
AUTO EXPRESS!**

Scan the code to
check out great
Mercedes deals

THE Mercedes E-Class is chock-full of plush materials and fancy tech – so much so that it's close to the S-Class in terms of luxury.

The dashboard is the first thing to catch your eye. A 14.4-inch central screen and two 12.3-inch displays combine in Mercedes' Superscreen set-up. It's not as information-packed as the pricier Hyperscreen option, but there's still plenty of technology on offer.

The downside is a cabin that feels compact considering its size. It's a pleasant place to sit, but space is limited. Your luggage will have more room to breathe if you opt for the mild-hybrid variant, because this has a bigger 615-litre boot. There's also a PHEV that offers some temptingly high economy figures.

Volkswagen Passat Estate Prices from £39,610



PROS

Practical
Well equipped
Plug-in hybrid's range

CONS

Price of the PHEV
Limited engine range
Skoda Superb is cheaper

7



**BUY THROUGH
AUTO EXPRESS!**

Scan the code to
check out great
Volkswagen deals

THE Volkswagen Passat saloon is dead, but the Estate lives on into the model's ninth generation. Much like Passats of the past, the latest version isn't the most groundbreaking car out there, but it is a well built, smart and attractive wagon that should meet most buyers' requirements with ease.

One area where the Passat outshines most of the competition, though, is with its 690-litre boot. On top of all this luggage capacity, the VW also offers a huge amount of space for its occupants.

Admittedly, the Passat Estate won't set the world on fire with its performance or driver engagement, but each journey should be a comfortable and stress-free one.

Volkswagen ID.7 Tourer Prices from £52,270



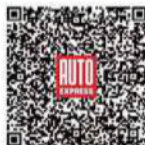
PROS

Practicality
Refinement
Safety

CONS

Heat pump is optional
Pricier than rivals
Fiddly infotainment

9



**BUY THROUGH
AUTO EXPRESS!**

Scan the code to
check out great
Volkswagen deals

THE rest of its line-up may be heavily populated with SUVs, but Volkswagen still has two estate cars to choose from. The latest Passat, above, is great, but for those who want to cut out exhaust emissions, there's also the option of the fully electric ID.7 Tourer.

With 565 litres of boot space, the ID.7 can't match its combustion cousin's capacity, but it does have the advantage of low running costs. Company car drivers will also benefit from two per cent Benefit-in-Kind tax.

For those who cover long distances, the 77kWh battery pack allows up to 374 miles on the WLTP combined cycle. This should prove plenty, but you can top it up from 10 to 80 per cent in around 28 minutes.

BMW 3 Series Touring Prices from £43,200



PROS

Versatile boot
Sharp handling
Low emissions

CONS

Expensive options
No self-levelling
High prices

6



**BUY THROUGH
AUTO EXPRESS!**

Scan the code to
check out great
BMW deals

STYLING is subjective, but it's fair to say that the BMW 3 Series Touring is one of the most handsome cars on sale. It offers great practicality, too, with 1,510 litres of space available with the rear seats folded.

Although some rivals have the Touring beaten on load capacity, none can match the driving experience. If you prefer all-wheel drive, there's also the option of xDrive models, which could tempt you away from an SUV.

The BMW's cabin is smart, and facelifted models get the brand's iDrive 8 software, which centres around a pair of curved display panels. As well as being a touchscreen, the 14.9-inch display can be controlled by a rotary dial, which makes it a very intuitive system.

Mercedes C-Class Estate Prices from £47,000



PROS

Hi-tech equipment
Practical cabin
Comfortable ride

CONS

Can be expensive
3 Series drives better
Not the biggest boot

8



**BUY THROUGH
AUTO EXPRESS!**

Scan the code to
check out great
Mercedes deals

MERCEDES took a big step forward with the latest C-Class. Its design may be familiar, but thanks to a space-age interior, a wide range of powertrains and slick road manners, the C-Class Estate is among the best of its kind.

Traditionally, the BMW 3 Series has edged ahead for driving enjoyment, and this trend continues with the latest generation of each. Yet the Mercedes has an appeal of its own with a supple ride and a relaxed demeanour.

The C-Class's cabin feels modern and is more than a match for the BMW's. With a 490-litre boot capacity, the C-Class neatly combines opulence and practicality, and there's a version to suit all tastes, with petrol, diesel and plug-in hybrid options.

Vauxhall Astra Sport Tourer From £30,070



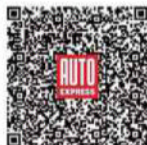
PROS

EV option
40:20:40 seats
Generous standard kit

CONS

Rear legroom
Some cheap plastics
Tempting finance deals

10



**BUY THROUGH
AUTO EXPRESS!**

Scan the code to
check out great
Vauxhall deals

THE Astra has been with us in estate form for decades, but the latest version is the best yet. Its blend of stylish looks, practicality and comfort, along with offering a decent drive, make it a fine choice, plus you can even choose an all-electric model, which should help keep day-to-day running costs low.

The Astra is no longer a particularly cheap option, but the upside is that even the entry-level cars get a decent helping of standard kit, including alloy wheels, automatic LED lighting, Apple CarPlay and Android Auto connectivity, and cruise control. Take time to shop around and you could take advantage of some pretty tempting finance deals, too.

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers. Warranty: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanicals, corrosion and paintwork. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others onsale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, and adds anything from zero on electric cars to £2,745 for vehicles emitting over 255g/km of CO₂. After 12 months, it's the owner's responsibility to tax their vehicle, and the rate depends on the fuel used:

Vehicles below £40,000

Electric vehicle: £0
Alternative fuel: £180
Petrol/diesel: £190

Alternative fuels include hybrids, plug-in hybrids, bi-ethanol and LPG fuels.

Vehicles Over £40,000

Electric vehicle: £0
Alternative fuel: £590
Petrol/diesel: £600

After five years, vehicles costing more than £40,000 revert to the lower rates.

Pick-up trucks: The models listed here pay a flat rate of road tax, at £345 per year.

EURO NCAP RATING:

At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles.

	MPG	EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
ABARTH						
Dealers: 82 Warranty: 3yrs/60000 mls						
500e - 3673x1682mm Euro NCAP: N/A Driver Power: N/A						
42kWh (152) auto 500e	164	7.0	0	23		£34195
42kWh (152) auto 500e Turismo 500C: add £3000	157	7.0	0	23		£38195
595/695 - 3657x1627mm Euro NCAP: N/A Driver Power: 49th						
1.4 T-Jet (145) 595	42.2	7.3	152	29		£23260
1.4 T-Jet (165) 595 Turismo	42.2	7.3	152	30		£24760
1.4 T-Jet (180) 695	40.9	6.7	156	34		£25760
1.4 T-Jet (180) 695 Turismo	40.9	6.7	156	34		£27260
1.4 T-Jet (180) 695 Competizione	40.9	6.7	156	35		£29960
1.4 T-Jet (180) 695 75th Anniv 595C/695C: add £2650	39.2	6.7	162	35		£32930
600e - 4187x1779mm Euro NCAP: N/A Driver Power: N/A						
54kWh (240) auto 600e	200	6.2	0	35		£36975
54kWh (280) at 600e Scorpionissima	200	5.9	0	36		£41975
ALFA ROMEO						
Dealers: 55 Warranty: 3yrs/unlimited mls						
Giulia - 4643x1873mm Euro NCAP: ★★★★★ Driver Power: N/A						
2.0T (280) auto Sprint	39.2	5.7	162	24		£41645
2.0T (280) auto Veloce	39.2	5.7	162	34		£46645
2.0T (280) auto Tributo	39.2	5.7	162	34		£50245
2.9 V6T (520) auto Quadrifoglio	28.0	3.9	229	46		£80545
Junior - 4173x1781mm Euro NCAP: N/A Driver Power: N/A						
54kWh (156) auto Junior	247	9.0	0	23		£33895
54kWh (156) auto Speciale	254	9.0	0	23		£35695
54kWh (280) auto Veloce	200	6.0	0	34		£42295
Tonale - 4528x1841mm Euro NCAP: ★★★★★ Driver Power: N/A						
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28		£36575
1.5T Hybrid (160) auto Veloce	49.6	8.8	129	29		£41575
1.5T Hybrid (160) auto Tributo	48.7	8.8	131	29		£45175
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37		£44175
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37		£49175
1.3T PHEV (280) auto Tributo Q4	201.8	6.2	32	38		£52775
Stelvio - 4687x1903mm Euro NCAP: ★★★★★ Driver Power: N/A						
2.0T (280) auto AWD Sprint	33.6	5.7	192	30		£48750
2.0T (280) auto AWD Veloce	33.2	5.7	192	30		£53750
2.0T (280) auto AWD Tributo	32.1	5.7	200	30		£57350
2.9 V6T (510) at AWD Q'foglio	23.9	3.8	267	50		£88645
2.2D (210) auto AWD Sprint	46.3	6.6	160	30		£46350
2.2D (210) auto AWD Veloce	46.3	6.6	160	30		£51350
2.2D (210) auto AWD Tributo	44.1	6.6	167	30		£54950
ALPINA						
Dealers: 7 Warranty: 3yrs/60000 mls						
D3 S - 4723x1827mm Euro NCAP: N/A Driver Power: N/A						
3.0TT (355) auto AWD saloon	39.2	4.6	188	50		£67700
3.0TT (355) at AWD Touring	39.2	4.8	188	50		£68600
B3 GT - 4725x1827mm Euro NCAP: N/A Driver Power: N/A						
3.0TT (529) auto AWD saloon	26.6	3.4	241	50		£89300
3.0TT (529) auto AWD Touring	26.6	3.5	241	50		£90400
D4 S - 4792x1850mm Euro NCAP: N/A Driver Power: N/A						
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50		£71400
B4 GT - 4800x1850mm Euro NCAP: N/A Driver Power: N/A						
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50		£91400
B8 - 5092x1932mm Euro NCAP: N/A Driver Power: N/A						
4.4 V8TT (621) auto Gran Coupe	23.7	3.4	270	50		£144800
XD3 - 4715x1897mm Euro NCAP: N/A Driver Power: N/A						
3.0TT (355) auto XD3	36.7	4.9	202	50		£72000

	MPG EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
XB7 - 5195x2000mm Euro NCAP: N/A Driver Power: N/A					
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£166900
ALPINE					
Dealers: 7 Warranty: 3 yrs/60000 mls					
A290 - 4181x1798mm Euro NCAP: N/A Driver Power: N/A					
52kWh (180) auto A290 GT	236	7.4	0	N/A	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	N/A	£36000
52kWh (220) auto A290 GTS	226	6.4	0	N/A	£37500
A110 - 4181x1798mm Euro NCAP: N/A Driver Power: N/A					
1.8T (252) auto A110	42.2	4.5	152	44	£54490
1.8T (300) auto A110 GT	41.5	4.2	154	44	£65490
1.8T (300) auto A110 S	40.9	4.2	156	46	£67490
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£91490
ARIEL					
Dealers: N/A Warranty: 1yr/unlimited mls					
Atom - 3410x1798mm Euro NCAP: N/A Driver Power: N/A					
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394
Nomad - 3215x1850mm Euro NCAP: N/A Driver Power: N/A					
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500
ASTON MARTIN					
Dealers: 20 Warranty: 3 yrs/unlimited mls					
DBX - 5039x1998mm Euro NCAP: N/A Driver Power: N/A					
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£205000
Vantage - 4465x1949mm Euro NCAP: N/A Driver Power: N/A					
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000
DB12 - 4725x2060mm Euro NCAP: N/A Driver Power: N/A					
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£185000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£199500
DBS - 4712x1940mm Euro NCAP: N/A Driver Power: N/A					
5.2 V12TT (715) auto DBS	20.9	3.4	306	50	£257000
5.2 V12TT (715) auto DBS Volante	21.0	3.6	306	50	£277500
AUDI					
Dealers: 118 Warranty: 3 yrs/60000 mls					
A1 Sportback - 4029x1740mm Euro NCAP: ★★★★★ Driver Power: 43rd					
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£23500
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25450
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£24540
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£26490
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24235
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26185
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25875
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27225
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28250
Black Edition: add £2275 to S line					
A3 Sportback - 4343x1984mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£28920
1.5 (116) 30 TFSI S line	47.9	9.7	134	18	£31250
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	16	£30470
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£32750
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30530
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£32860
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£33035
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34315
1.4 (245) 45 TFSI e at S line Comp	217.3	6.8	30	26	£40430
2.0 TFSI (333) quat at S3 Black Ed	33.2	4.7	193	33	£46925
2.5 TFSI (400) quattro auto RS 3	31.4	3.8	205	N/A	£56675
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	23	£33935
2.0 (150) 35 TDI auto S line	55.4	8.1	134	24	£36265
Black Edition: add £1700 to S line (not 30 TFSI) Carbon Black: add £4650 to RS 3 Vorsprung: add £5475 to S3 Black Edition, add £7250 to RS 3					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52700
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57650
S line: add £2550					
Black Edition: add £4800					

Q4 Sportback e-tron - 4588x1865mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
55kWh (170) 35 e-tron auto Sport	221	9.0	0	N/A	£49525
82kWh (286) 45 e-tron auto Sport	351	6.7	0	36	£52770
82kWh (286) 45 e-tron qt at Sport	327	6.6	0	37	£54200
82kWh (340) 55 e-tron qt at Sport	327	5.4	0	39	£59150
S line: add £2550					
Black Edition: add £4800					

Q5 - 4663x1893mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	191	31	£49415
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	191	31	£51565
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	35	40	£55105
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	35	41	£57255
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	165	31	£48210
2.0 (204) 40 TDI quattro at S line	44.8	7.6	165	31	£50775
3.0 V6 TDI (341) quat at SQ5 Black	34.9	5.1	213	N/A	£65865
Black Edition: add £2500 to S line					
Vorsprung: add £12000 to SQ5					

Q5 Sportback - 4663x1893mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (367) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68315
Black Edition: add £2500 to S line					
Vorsprung: add £12000 to SQ5					

Q6 e-tron - 4771x1939mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto S line	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£66475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro at Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

Q7 - 5052x1968mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70005
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£75520
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615
Black Edition: add £4550 to S line					
Vorsprung: add £23200 to S line, add £18950 to SQ7					

Q8 - 4986x1995mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£120550
4.0 V8 TFSI (640) quat at RS Q8 perf	21.2	3.6	295	50	£135550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360
Black Edition: add £4550 to S line					
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 Carbon Black: add £10500 to RS Q8					

A5 Coupe - 4673x1846mm					
Euro NCAP: N/A Driver Power: N/A					
2.9 TFSI (450) quattro auto RS 5	29.7	3.9	215	44	£76845
Carbon Black: add £6400					
Vorsprung: add £17900					

R8 - 4426x1940mm					
Euro NCAP: N/A Driver Power: N/A					
5.2 V10 FSI (570) at Perf RWD Ed	22.4	3.7	286	50	£146300
5.2 V10 FSI (620) quat at Perf Ed	21.9	3.1	293	50	£162405

BENTLEY					
Dealers: 23 Warranty: 3yrs/unlimited mls					
Flying Spur - 5316x1988mm					
Euro NCAP: N/A Driver Power: N/A					
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£226500

Bentayga - 5125x2010mm					
Euro NCAP: N/A Driver Power: N/A					
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£169200
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£191200
4.0 V8TT (550) auto	23.5	4.5	294	50	£169200
4.0 V8TT (550) auto S	21.7	4.5	294	50	£197500
Continental - 4895x1966mm					
Euro NCAP: N/A Driver Power: N/A					
4.0 V8 Hybrid (782) auto GT Speed	1412	3.2	29	50	£236600
4.0 V8 Hybrid (782) at GT Spd Conv	1412	3.4	31	50	£259500

BMW					
Dealers: 192 Warranty: 3yrs/unlimited mls					
1 Series - 4361x1800mm					
Euro NCAP: N/A Driver Power: 25th					
1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

2 Series Gran Coupe - 4526x1800mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£169200
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£191200
4.0 V8TT (550) auto	23.5	4.5	294	50	£169200
4.0 V8TT (550) auto S	21.7	4.5	294	50	£197500
Continental - 4895x1966mm					
Euro NCAP: N/A Driver Power: N/A					
4.0 V8 Hybrid (782) auto GT Speed	1412	3.2	29	50	£236600
4.0 V8 Hybrid (782) at GT Spd Conv	1412	3.4	31	50	£259500

BMW					
------------	--	--	--	--	--

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£34650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

3 Series - 4709x1827mm					
Euro NCAP: ★★★★★ Driver Power: 18th					
2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0T (530) at M3 Comp xDrive	28.0	3.5	227	41	£57115
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46895
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	33	34	£48535
2.0T PHEV (292) at 330e xD M Spt	188.3	5.8	34	34	£49785
2.0 (190) auto 320d Sport	58.9	6.9	127	30	£43200
2.0 (190) auto 320d M Sport	57.6	6.9	129	30	£44500
3.0 (340) auto M340d xDrive	47.1	4.6	158	42	£56420

3 Series Touring - 4709x1827mm					
Euro NCAP: ★★★★★ Driver Power: 18th					
2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0T (510) at M3 Comp xDrive	27.4	3.6	233	41	£57945
2.0T PHEV (292) auto 330e Sport	201.8	5.8	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£50035
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	34	£50335
2.0T PHEV (292) at 330e xD M Spt	176.6	5.8	36	34	£51585
2.0 (190) auto 320d Sport	56.5	7.2	132	30	£46500
2.0 (190) auto 320d M Sport	55.4	7.2	133	30	£45400
3.0 (340) auto M340d xDrive	45.6	4.7	163	42	£61220

i4 - 4783x1852mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDrv35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59365
80.7kWh (340) at eDrv40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	138	3.9	0	43	£70900

5 Series - 5060x1900mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405
M Sport Pro: add £3000 to M Sport					

5 Series Touring - 5060x1900mm						
Euro NCAP: ★★★★★ Driver Power: N/A						
2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705	
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	35	47	£113405	
M Sport Pro: add £3000 to M Sport						
i5 - 5060x1900mm						
Euro NCAP: ★★★★★ Driver Power: N/A						
83.9kWh (340) at eDrv40 Spt Ed	356	6.0	0	43	£67695	
83.9kWh (340) at eDrv40 M Sport	357	6.0	0	43	£74105	
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745	
M Sport Pro: add £4000 to M Sport						

NEW CAR PRICES

50kWh (136) auto You! XL	134	13.1	0	31	£39035
75kWh (136) auto You! M	215	13.1	0	31	£43535
75kWh (136) auto You! XL	215	13.1	0	32	£44435
Max: add £10840 to 75kWh					

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A Driver Power: N/A

1.2 PureTech (100) Plus	50.2	10.6	136	N/A	£20240
1.2 Hybrid (136) auto Plus	57.4	10.1	121	N/A	£23740
1.2 Hybrid (136) auto Max	57.4	10.1	121	N/A	£25740
44kWh (113) auto Plus	188	12.9	0	N/A	£22990
44kWh (113) auto Max	189	12.9	0	N/A	£24990
Seven seats: add £765 to 1.2					

C5 Aircross - 4500x1969mm
Euro NCAP: ★★★★★ Driver Power: 9th

1.2 PureTech (130) Plus	48.9	10.3	140	18	£24280
1.2 PureTech (130) Max	48.9	10.3	140	18	£28125
1.2 Hybrid (136) auto Max	53.3	10.2	128	21	£31490
1.2 Hybrid (136) auto E-Series	53.3	10.2	130	21	£34080
1.6 PureTech PHEV (225) auto Max	220.9	8.7	33	28	£36495
1.6 PureTech PHV (225) at E-Series	220.9	8.7	34	28	£39135
1.5 BlueHdi (130) auto Plus	54.1	10.6	144	19	£26880
1.5 BlueHdi (130) auto Max	54.1	10.6	144	19	£37025

CUPRA

Dealers: 128 Warranty: 3yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£32625
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920
V8: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid VZ2; add £3330 to VZ2					

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645
V8: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid VZ2; add £3330 to VZ2					

Born - 4322x1809mm
Euro NCAP: ★★★★★ Driver Power: N/A

59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto V2	366	5.6	0	34	£44625
V3: add £1750 to 58kWh V2					

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345
V2: add £1785 to V1 VZ3: add £2000 to VZ3					

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.5 TSI (150) V1	45.6	N/A	140	N/A	£33450
1.5 TSI (150) V2	44.8	N/A	143	N/A	£35940
1.5 TSI (150) auto V1	47.9	9.0	133	N/A	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	N/A	£37550
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	N/A	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	N/A	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	N/A	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	N/A	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	N/A	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	N/A	£48445
V8: add £1995 to 1.5 TSI V2, add £2300 to eTSI V2, add £2290 to e-Hybrid VZ2; add £3160 to VZ2 VZ3: add £4185 to VZ2					

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ Driver Power: N/A

77kWh (286) auto V1	337	6.8	0	N/A	£47340
77kWh (286) auto V2	337	6.8	0	N/A	£47385
77kWh (340) auto 4Drive VZ1	318	5.5	0	N/A	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	N/A	£60835

DACIA

Dealers: 127 Warranty: 3yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ Driver Power: N/A

1.0 Tce (90) Essential	53.3	12.2	119	12	£13795
1.0 Tce (90) Expression	53.3	12.2	119	14	£14795
1.0 Tce (90) Journey	53.3	12.2	119	14	£15795
1.0 Tce (90) auto Journey	49.6	13.4	129	12	£17295
1.0 Tce Bi-Fuel (100) Essential	52.3	12.2	106	8	£13795
1.0 Tce Bi-Fuel (100) Expression	52.4	12.2	106	8	£14795
1.0 Tce Bi-Fuel (100) Journey	52.4	12.2	106	8	£15795

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ Driver Power: N/A

1.0 Tce (90) Essential	50.4	12.0	127	10	£15295
1.0 Tce (90) Expression	50.4	12.0	127	10	£16295
1.0 Tce (90) auto Extreme	45.6	14.2	140	10	£19145
1.0 Tce Bi-Fuel (100) Essential	48.7	11.9	115	10	£15295
1.0 Tce Bi-Fuel (100) Expression	48.7	11.9	115	11	£16295
1.0 Tce (110) Extreme	51.4	10.0	125	17	£18645
Extreme: add £1350 to Expression					

Jogger - 4547x1784mm
Euro NCAP: N/A Driver Power: N/A

1.0 Tce (110) Essential	47.9	11.2	132	13	£18295
1.0 Tce (110) Expression	48.7	11.2	132	13	£19595
1.0 Tce (110) Extreme	48.7	11.2	132	13	£20595
1.6 Tce Hyb (140) at Expression	58.9	10.0	108	15	£22995
1.6 Tce Hyb (140) at Extreme	57.6	10.0	109	15	£23995

Spring - 3701x1583mm
Euro NCAP: N/A Driver Power: N/A

27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.0 Tce Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£18745
1.2 Tce (130) Expression 4x2	51.3	9.9	124	24	£21245
1.2 Tce (130) Expression 4x4	46.3	11.0	135	24	£23445
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24245
Journey: add £1700 to Expression Extreme: add £2500 to Expression					

DS

Dealers: 196 Warranty: 3yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.2 P'Tech (100) Performance Line	54.3	10.9	126	15	£27200
1.2 P'Tech (130) auto Perf Line	48.7	9.2	135	20	£29765
1.2 Hybrid (136) auto Perf Line	62.1	9.2	112	21	£31110
54kWh (155) at E-Tense Perf Line	248	9.0	0	29	£38465
Opera: add £4770 to petrol Performance Line, add £4750 to E-Tense					

DS 4 - 4400x1830mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.2 PureTech (130) auto Pallas	48.6	10.4	138	18	£32450
1.2 PureTech (130) auto Etoile	48.6	10.4	138	20	£35250
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£33800
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£36600
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHdi (130) auto Pallas	56.5	10.9	137	20	£34400
1.5 BlueHdi (130) auto Etoile	56.5	10.9	137	21	£37200

DS 9 - 4934x1932mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56200
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64800
1.6 Hyb E-Ten (360) at 4x4 Opera	188.3	5.6	35	45	£73615
1.6 Hyb E-Ten (360) at 4x4 Esprit d V	188.3	5.6	35	45	£74615

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.6 Hyb E-Tense (225) at Perf Lin+	220.9	8.9	33	34	£48300
1.6 Hyb E-Tns (300) at P Line+ 4x4	222.3	5.9	32	40	£53180
1.6 Hyb E-Tns (360) at P Line+ 4x4	161.1	5.6	44	41	£57060
1.5 B'HDi (130) at Performance Li+	53.3	10.7	146	26	£40360
Rivoli: add £1180 to Performance Line+ (not E-Tense 360) Opera: add £3840 to Performance Line+ (not BlueHdi)					

FERRARI

Dealers: 14 Warranty: 4yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A Driver Power: N/A

6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501
-------------------------------	------	-----	-----	----	---------

Roma - 4656x1974mm
Euro NCAP: N/A Driver Power: N/A

3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A Driver Power: N/A

3.0 V6 GT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6 GT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2167mm
Euro NCAP: N/A Driver Power: N/A

6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A Driver Power: N/A

4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 Warranty: 3yrs/60000 mls

Panda - 3653x1643mm
Euro NCAP: N/A Driver Power: N/A

1.0 FireFly Hybrid (70) Panda	57.6	13.9	111	6	£14775
1.0 FireFly Hybrid (70) (Red)	56.5	14.7	113	6	£16775
1.0 FireFly Hybrid (70) Top	56.5	14.7	113	6	£16275
1.0 FireFly Hybrid (70) Garmin	56.5	14.7	113	6	£17775

500 - 3571-3632x1900-1627mm
Euro NCAP: ★★★★★ Driver Power: 49th

1.0 FireFly Hybrid (70)	56.5	13.8	114	8	£16800
1.0 FireFly Hybrid (70) Top	55.4	13.8	116	9	£18300
24kWh (95) auto	118	9.5	0	16	£24995
42kWh (118) auto	200	9.0	0	17	£27995
42kWh (118) auto La Prima	194	9.0	0	18	£30995

500C: add £2675 to Hybrid, add £6000 to Electric

500X - 4269x1796mm
Euro NCAP: ★★★★★ Driver Power: N/A

1.3T FireFly 48v (130) auto	49.6	9.4	129	14	£28525
1.3T FireFly 48v (130) auto (Red)	49.6	9.4	129	14	£29985
1.3T FireFly 48v (130) auto Top	47.9	9.4	133	14	£29985
Dolcevita: add £2650					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MPI (84) Advance	52.3	15.6	123	6	£16830
1.2 MPI (84) auto Advance	49.5	18.4	129	2	£17480
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£18630
Premium: add £1300 to Advance					

i20 - 4065x1775mm					
Euro NCAP: N/A Driver Power: N/A					
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£21530
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24180
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£22740
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£25430
1.6 T-GDi (204) N	40.3	6.2	158	27	£27165
Premium: add £1150 to Advance					
N Line S: same price as Ultimate					

i30 - 4340x1795mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.0 T-GDi (120) SE Connect	61.4	11.2	118	10	£22710
1.0 T-GDi (120) Premium	52.3	11.2	123	11	£25660
1.0 T-GDi (120) auto SE Connect	61.4	11.2	121	11	£23910
1.0 T-GDi (120) auto Premium	61.4	11.2	121	11	£26860
1.5 T-GDi (159) N Line	44.1	8.4	146	16	£26670
1.5 T-GDi (159) auto N Line	45.5	8.8	141	16	£27880
2.0 T-GDi (280) N Performance	35.3	5.4	182	26	£36415

Ionix 5 - 4655x1890mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
63kWh (170) auto Advance	273	8.5	0	N/A	£39900
84kWh (228) auto Advance	354	7.5	0	N/A	£43400
84kWh (228) auto N Line	320	5.3	0	38	£4620
84kWh (325) auto N Line AWD	307	5.3	0	41	£50120
84kWh (650) auto N AWD	278	3.4	0	49	£65000
Premium: add £5500 to Advance					
N Line S: add £5000 to N Line					

Ionix 6 - 4855x1880mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
77kWh (228) auto Premium	338	7.4	0	36	£47040
77kWh (325) auto Premium AWD	322	5.1	0	41	£50540
Ultimate: add £3500 to Premium					
First Ed.: add £4750 to Premium AWD					
Instar - 3825-3845x1610mm					
Euro NCAP: N/A Driver Power: N/A					
42kWh (97) auto 01	203	11.7	0	N/A	£23495
49kWh (115) auto 01	229	10.6	0	N/A	£25045
49kWh (115) auto 02	223	10.6	0	N/A	£26745
49kWh (115) auto 02 Tech	223	10.6	0	N/A	£27245
49kWh (115) auto Cross	229	10.6	0	N/A	£28745

Bayon - 4180x1775mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£22480
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£23880
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£23730
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25130
Ultimate: add £1400 to Premium					

Kona - 4350x1825mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26040
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£27840
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£26990
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29200
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£28540
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£30340
1.6 Hybrid (129) auto Advance	60.1	12.0	106	N/A	£30385
1.6 Hybrid (129) auto N Line	60.1	12.0	106	N/A	£32185
48kWh (156) auto Advance	234	8.8	0	25	£34995
65kWh (218) auto Advance	319	7.8	0	31	£38595
65kWh (218) auto N Line	282	7.8	0	31	£40395
N Line S: add £2400 to N Line, add					
£2700 to EV Ultimate: same price as					
N Line S					

Tucson - 4510x1865mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£32000
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£34500
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£33580
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36080
1.6 T-GDi (160) 48v at N Line S 4WD	40.3	9.5	158	18	£40990
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£35590
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38140
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42230
1.6 T-GDi PHEV (252) at Advance	282.5	8.8	22	22	£39275
1.6 T-GDi PHEV (252) at N Line	256.8	8.8	24	23	£41775
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43375
Premium: same price as N Line					
N Line S: add £2500 to N Line					
Ultimate: same price as N Line S					

Santa Fe - 4830x1900mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£46775
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£50275
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£52775
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£48830
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£52330
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£54830
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51885
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55135
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57635

INEOS					
Dealers: TBC Warranty: 5yrs/TBC mls					
Grenadier - 4895x1930mm					
Euro NCAP: N/A Driver Power: N/A					
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65015
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£76140
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65015
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£76140
Fieldmaster/Trialmaster Editions:					
add £7500 to Utility Wagon,					
standard on Station Wagon					

Quartermaster - 5440x1930mm					
Euro NCAP: N/A Driver Power: N/A					
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66230
3.0T (249) auto Utility Wagon	25.2	9.9	294	50	£66230
Fieldmaster/Trialmaster Editions:					
add £7500					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
ISUZU					
Dealers: 103 Warranty: 5 yrs/125000 mls					
D-Max - 5265x1870mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.9D (164) Utility Double Cab	33.6	12.7	220	39	£35436
1.9D (164) DL20 Double Cab	33.6	12.7	220	39	£38196
1.9D (164) DL40 Double Cab	33.6	12.7	220	40	£41916
1.9D (164) V-Cross Double Cab	33.6	12.7	220	40	£43716
1.9D (164) Arctic Trucks AT35 DC	33.6	12.7	220	40	£62916
1.9D (164) auto Utility Double Cab	30.7	13.0	241	40	£37836
1.9D (164) auto DL20 Double Cab	30.7	13.0	241	40	£40596
1.9D (164) auto DL40 Double Cab	30.7	13.0	241	40	£44316
1.9D (164) at V-Cross Double Cab	30.7	13.0	241	40	£46116
1.9D (164) at Arc Trucks AT35 DC	30.7	13.0	241	40	£65916

JAECOO					
Dealers: N/A Warranty: 7yrs/100000 mls					
Jaecoo 7 - 4500x1865mm					
Euro NCAP: N/A Driver Power: N/A					
1.6T (147) auto Deluxe	37.7	10.3	169	22	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	33	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	41	£35000

JEEP					
Dealers: 66 Warranty: 3yrs/60000 mls					
Avenger - 4084x1797mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.2T (100) Longitude	49.6	10.6	129	22	£24359
1.2T (100) Altitude	49.6	10.6	127	23	£26059
1.2T (100) Summit	49.6	10.6	129	23	£28259
1.2 E-Hybrid (100) auto Longitude	57.6	N/A	111	22	£25999
1.2 E-Hybrid (100) auto Altitude	57.6	N/A	111	23	£27699
1.2 E-Hybrid (100) auto Summit	57.6	N/A	111	23	£29899
54kWh (156) auto Longitude	244	9.6	0	24	£34999
54kWh (156) auto Altitude	244	9.6	0	24	£36699
54kWh (156) auto Summit	244	9.6	0	25	£38899

Renegade - 4236x1805mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5T E-Hybrid (130) auto Altitude	50.4	9.7	125	17	£30709
1.5T E-Hybrid (130) auto Summit	50.4	9.7	125	17	£33209
1.3T PHEV (190) auto Limited 4xe	148.7	7.7	41	22	£36500
1.3T PHEV (240) at Overland 4xe	141.2	7.1	45	24	£38219
1.3T PHEV (240) at Trailhawk 4xe	141.2	7.1	43	26	£39219

Compass - 4404x1874mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5T E-Hybrid (130) Altitude	50.4	10.0	127	26	£34150
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38105
1.3T PHEV (240) auto Altitude 4xe	148.7	7.3	44	33	£40655
1.3T PHEV (240) at Overland 4xe	148.7	7.3	44	33	£41675
1.3T PHEV (240) auto Summit 4xe	148.7	7.3	44	31	£44655
1.3T PHEV (240) at Trailhawk 4xe	141.2	7.3	47	31	£44675

Wrangler - 4882x1894mm					
Euro NCAP: ★ Driver Power: N/A					
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£61125
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£63125

Grand Cherokee - 4914x1979mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	N/A	£72304
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85804

4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£144400
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£192000
3.0TT P460e at AWD Autoborg	346.2	5.6	19	50	£137435
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178180
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£118405
3.0 D350 auto AWD Autoborg 7st	36.7	6.0	202	50	£128805
Four seats: add £600 to P530/D350 Autobigraphy					

LEAPMOTOR

Dealers: 8 Warranty: 3 years

D03 - 3620x1652mm					
Euro NCAP: N/A Driver Power: N/A					
37kWh (95) auto T03	165	12.7	0	N/A	£15995
C10 - 4739x1900mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 Warranty: 3 yrs/60000 mls

ES - 4975x1865mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43595
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£56895
Premium Plus: add £4900 to Premium					
LS - 5235x1900mm					
Euro NCAP: N/A Driver Power: N/A					
3.5 V6 Hyb (359) at 500h Premium	35.3	5.4	182	50	£101775
3.5 V6 Hyb (359) at AWD 500h Prem	29.7	5.5	214	50	£105020
3.5 V6 Hyb (359) auto 500h F Sport	35.3	5.4	182	49	£101775
3.5 V6 Hyb (359) at AWD 500h Takumi	29.7	5.5	214	50	£120660

LM - 5130x1890mm					
Euro NCAP: N/A Driver Power: N/A					
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32505
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34505
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38255
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£39555
1.5 Hybrid (136) at Original Ed	65.7	9.6	105	25	£40005
Design: add £1100 to Premium Plus, add £1000 to Takumi					

UX - 4495x1840mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£34895
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£36895
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42595
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44395
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48495
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£43895
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£45695
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£49795
72.8kWh (204) auto 300e	279	7.5	0	38	£40795
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44095
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£49995
F Sport Design: add £2600 to Urban F Sport Takumi: add £5300 to F Sport					

NX - 4660x1865mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44445
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46245
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58495
2.5 Hyb (243) auto 350h Premium AWD	47.0	7.7	135	36	£45445
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47245
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£54995
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59495
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£49995
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57645
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59645
Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV					

RZ - 4805x1895mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£49995
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52295
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£59995
71.4kWh (313) auto 450e Premium	272	5.6	0	43	£55595
71.4kWh (313) auto 450e Takumi	271	5.6	0	44	£57895
71.4kWh (313) auto 450e Takumi Premium Plus: add £2300 to Premium	252	5.6	0	45	£65595

RX - 4890x1920mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.5 Hyb (250) at 350h Premium	44.1	7.9	150	42	£62140
2.5 Hybrid (250) at 350h Takumi	44.1	7.9	145	43	£76640
2.4T Hyb (371) at 500h F Sport	35.3	6.2	182	46	£77250
2.5 PHEV (309) at 450h+ Prem	256.8	6.5	25	44	£63995
2.5 PHEV (309) at 450h+ T'kmi	256.8	6.5	25	45	£75995

LOTUS

Dealers: 18 Warranty: 3 yrs/36000 mls

Emeya - 5139x2005mm					
Euro NCAP: N/A Driver Power: N/A					
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200
Eletre - 5103x2135mm					
Euro NCAP: N/A Driver Power: N/A					
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm					
Euro NCAP: N/A Driver Power: N/A					
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

MCLAREN

Dealers: 8 Warranty: 3 years

Artura - 4539x1976mm					
Euro NCAP: N/A Driver Power: N/A					
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760
750S - 4569x2161mm					
Euro NCAP: N/A Driver Power: N/A					
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£272760
GTS - 4683x2045mm					
Euro NCAP: N/A Driver Power: N/A					
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 Warranty: 3 yrs/unlimited mls

Grecale - 4847x1979mm					
Euro NCAP: N/A Driver Power: N/A					
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (550) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	31.0	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm					
Euro NCAP: N/A Driver Power: N/A					
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950
GranCabrio: add £5995 to Trofeo, add £5660 to Folgore					

MC20 - 4669x1965mm					
Euro NCAP: N/A Driver Power: N/A					
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 Warranty: 5 yrs/100000 mls

Mifa 7 - 4907x1885mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482
T90 EV - 5365x1900mm					
Euro NCAP: N/A Driver Power: N/A					
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 Warranty: 3 yrs/60000 mls

2 - 4070x1695mm					
Euro NCAP: ★★★★★ Driver Power: 33rd					
1.5 Skyactiv-G (75) Centre-Line	58.9	11.3	109	16	£18625
1.5 Skyactiv-G (90) Centre-Line	60.1	9.8	107	18	£19525
1.5 Skyactiv-G (90) Homura	60.1	9.8	107	18	£19835
1.5 Skyactiv-G (90) Exclusive-Line	60.1	9.8	107	18	£20375
1.5 Skyactiv-G (90) at Exclusive-Li	52.3	12.1	122	14	£21900
1.5 Skyactiv-G (115) Homura Aka	56.5	9.1	113	21	£23845
Homura Aka: add £1000 to Exclusive-Line					
2 Hybrid - 3940x1745mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 VWT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24135
1.5 VWT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25390
1.5 VWT-i Hyb (116) at Homura	74.3	9.7	97	14	£27290
1.5 VWT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29240

3 - 4460x1795mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24010
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25110
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£26810
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27155
2.5 Skyactiv-G (140) at Excl-Li	44.8	9.5	141	18	£28305
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27005
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29305
2.0 e-Skyactiv-X (186) at Excl-Li	47.1	8.5	138	22	£30855

Saloon: same price (Skyactiv X Exclusive-Line only) Homura: add £500 to Centre-Line Takumi: add £1200 to Exclusive-Line					
--	--	--	--	--	--

CX-30 - 4395x1795mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£25415
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27015
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£28715
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£28515
2.5 e-Skyactiv G (140) at Excl-Li	42.8	10.3	147	16	£30215
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£28815
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	129	20	£31115
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£33365
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£30365
2.0 e-Skyactiv X (186) at Excl-Li	46.3	8.6	140	19	£32665
2.0 e-Skyac-X (186) at Takumi AWD Homura: add £1100 to Centre-Line Takumi: add £2400 to Exclusive-Line	42.8	9.0	148	21	£34865

MX-30 - 4395x1795mm					
Euro NCAP: ★★★★★ Driver Power: N/A					

830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31495
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33495
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£35895
35.5kWh e-S'activ (145) at Prime	124	9.7	0	19	£27995
35.5kWh e-S'activ (145) a Exclusiv	124	9.7	0	19	£29995
35.5kWh e-S'act (145) at Makoto	124	9.7	0	19	£32395

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0 Hyb (388) at 400 e 4M Urban Ed	313.9	6.1	17	49	£81360
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£103190
4.0 V8T (612) at AMG 63 S 4MT	22.6	3.9	284	50	£145595
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	195	49	£81000
3.0 (389) at 350 d 4MT Urban Ed	470.8	6.9	17	49	£79360
AMG Line: add £5000 to Urban Edition					
EQE SUV - 4863x1940mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
96kWh (292) at 350+ AMG Line Ed	376	6.9	0	50	£75495
91kWh (292) at 350 4MAT AMG Li Ed	339	6.6	0	50	£79995
96kWh (408) at 500 AMG Line Ed	362	5.0	0	50	£90560
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£114995
GLS-Class - 5209x2030mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
3.0T (381) at 450 4MAT AMG Line	25.2	6.1	241	47	£110190
4.0 V8T (579) at 600 Maybach	20.2	4.9	313	50	£177595
4.0 V8T (579) at 600 May 1st Class	20.0	4.9	315	50	£181895
4.0 V8T (634) at AMG 63 4MAT+	22.1	4.2	303	50	£153595
3.0 (330) at 450 d 4MAT AMG Line	32.1	6.1	230	50	£108190
Business Class: add £10385 to GLS 450, add £10000 to GLS 450 d					
EQS SUV - 5125x1957mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
118kWh (360) at 450 4MAT AMG Li	401	6.1	0	50	£129470
118kWh (544) at 580 4MAT AMG Li	400	4.7	0	50	£139470
118kWh (658) at 680 4MAT Maybach	369	4.4	0	50	£200860
Business Class: add £14325 to AMG Line					
G-Class - 4873x1984mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£146095
4.0 V8T (605) at AMG 63 4MAT	19.1	4.4	338	50	£184595
3.0 (387) auto G 450 d AMG Line	31.7	5.8	235	50	£136690
116kWh (587) at G 580 EQ Edition 1	289	4.7	0	50	£180860
Carbon Edition: add £10000 to AMG 63 Manufacturer Edition; add £16500 to AMG 63 Magno Edition; add £19000 to AMG 63					
CLE-Class Coupe - 4850x1861mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0T (204) auto CLE 200 AMG Line	44.1	7.4	145	35	£46620
2.0T (258) at CLE 300 4MT AMG Li P	39.8	6.2	162	40	£55780
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£60610
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£66320
3.0T (449) at AMG CLE 53 4MAT+	30.4	4.2	212	44	£73075
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£49070
CLE-Class Cabriolet - 4850x1861mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0T (204) auto CLE 200 AMG Line	44.2	7.9	153	40	£53030
2.0T (258) at CLE 300 4MT AMG Li P	38.2	6.6	167	44	£59780
3.0T (381) at CLE 450 4MT AMG Li P	35.5	4.7	180	46	£70320
3.0T (449) at AMG CLE 53 4MAT+	29.4	4.4	218	47	£77075
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£55070
AMG SL - 4700x1915mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0T (421) auto SL 43 Touring	30.7	4.7	210	50	£106555
2.0T (421) at SL 43 Premium Plus	30.7	4.7	215	50	£117250
4.0 V8T (476) at SL 55 4MT Prem+	21.1	3.9	305	50	£147855
4.0 V8T (585) at SL 63 4MT Prem+	21.2	3.6	305	50	£172105
4.0 V8T (816) at SL 63 4MT S e Prf	36.7	2.9	175	50	£190845
Touring/Touring Plus: same price as Premium/Premium Plus (not SL 63) Ultimate: add £7500 to SL 63					
AMG GT - 4728x1984mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
4.0 V8T (585) at 63 4MT Prem+	20.0	3.2	319	50	£164905
4.0 V8T (585) at 63 4MT Launch Ed	20.0	3.2	319	50	£180905
4.0 V8T (816) at 63 4MT S e Prf+	34.5	2.8	188	50	£180745
Ultimate: add £1100 to Premium Plus					
MG					
Dealers: 71 Warranty: 7 yrs/80000 mls					
MG3 - 4113x1797mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495
MG4 - 4287x1836mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495
MG5 - 4600x1818mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
52.5kWh (156) auto SE	214	7.7	0	32	£30995
Trophy: add £2500 to SE					
ZS - 4430x1818mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	N/A	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	N/A	£24495
ZS EV - 4314x1809mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
51kWh (176) auto SE	198	8.0	0	21	£30495
73kWh (156) auto SE Long	273	8.2	0	21	£32995
Trophy: add £2500 to EV SE					
HS - 4670x1890mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5T-GDI (162) SE	38.2	9.4	168	24	£24995
1.5T-GDI (162) auto SE	37.2	9.6	173	25	£26495
1.5T-GDI (371) auto SE Plug-In	672.6	6.8	12	27	£31495
Trophy: add £2500 to SE					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Cyberster - 4535x1913mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995
MINI					
Dealers: 148 Warranty: 3yrs/unlimited mls					
Cooper - 3858x1744mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5T (156) auto C Classic	47.9	7.7	133	21	£23150
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£25350
2.0T (204) auto S Classic	45.6	6.6	140	25	£27550
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£29750
41kWh (184) auto E Classic	190	7.3	0	20	£30000
41kWh (184) auto E Exclusive	190	7.3	0	20	£32200
54kWh (218) auto SE Classic	250	6.7	0	26	£34500
54kWh (218) auto SE Exclusive	250	6.7	0	26	£36700
Sport: add £1300 to Exclusive					
Cooper S-Door - 4036x1744mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5T (156) auto C Classic	47.1	8.0	136	N/A	£24050
1.5T (156) auto C Exclusive	46.3	8.0	137	N/A	£26250
2.0T (204) auto S Classic	44.8	6.8	142	N/A	£28450
2.0T (204) auto S Exclusive	44.8	6.8	142	N/A	£30650
Sport: add £1300 to Exclusive					
Aceman - 4079x1754mm					
Euro NCAP: N/A Driver Power: N/A					
38.5kWh (184) auto E Classic	192	7.9	0	20	£31800
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£34550
49.2kWh (218) auto SE Classic	251	7.1	0	23	£36300
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£39050
Sport: add £1850 to Exclusive					
Countryman - 4444x1843mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5T (170) auto C Classic	47.9	8.3	133	20	£29340
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31840
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£34740
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£37650
2.0T (300) auto JCW ALL4	36.2	5.4	177	30	£41575
64.6kWh (204) auto E Classic	286	8.6	0	23	£42080
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£44580
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£47180
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£49680
Sport: add £1200 to Exclusive					
MORGAN					
Dealers: 18 Warranty: TBC					
Super 3 - 3581-1840mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165
Roadster - 3700-3890x1680-1756mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995
NISSAN					
Dealers: 221 Warranty: 3yrs/60000 mls					
Leaf - 4490x1812mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
39kWh (150) auto Shiro	168	7.9	0	25	£28495
39kWh (150) auto Acenta	168	7.9	0	24	£28995
N-Connecta: add £1500 to Acenta Tekna: add £3000 to Acenta					
Juke - 4210x1800mm					
Euro NCAP: ★★★★★ Driver Power: 28th					
1.0 DiG-T (114) Acenta Premium	48.7	10.7	133	13	£23500
1.0 DiG-T (114) N-Connecta	48.7	10.7	133	14	£25500
1.0 DiG-T (114) at Acenta Premium	47.1	11.8	137	12	£25000
1.0 DiG-T (114) auto N-Connecta	47.1	11.8	137	14	£27000
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29095
Tekna: add £1500 to N-Connecta Tekna+: add £1400 to Tekna N-Sport: same price as Tekna+					
Qashqai - 4394x1806mm					
Euro NCAP: ★★★★★ Driver Power: 42nd					
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30135
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£34845
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£30855
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35565
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32455
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37465
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.9	9.9	157	16	£39250
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34430
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39620
N-Connecta: add £2170 to Acenta Premium N-Design: add £4170 to Acenta Premium Tekna+: add £4170 to Acenta Premium Tekna+: add £2790 to Tekna (not DiG-T 140)					
X-Trail - 4680x1840mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£35175
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£41240
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37540
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43655
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£39790
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£45855
Seven seats: add £1000 (not e-Power 204) N-Connecta: add £2825 to Acenta Premium Tekna+: add £2670 to Tekna					
Aritya - 4595x1850mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
63kWh (217) auto Engage	251	7.5	0	30	£39645
63kWh (217) auto Advance	250	7.5	0	30	£43145
87kWh (242) auto Engage	330	7.6	0	34	£44645
87kWh (242) auto Advance	329	7.6	0	34	£48145
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50845
Evolve: add £3995 to Advance					

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Megane E-Tech - 4200x1768mm Euro NCAP: ★★★★★ Driver Power: N/A					
60kWh (220) auto Evolution	285	7.5	0	26	£33995
60kWh (220) auto Techno	282	7.5	0	25	£35995
60kWh (220) auto Iconic	281	7.5	0	26	£37995
Captur - 4239x1797mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.0TcE (90) Evolution	47.1	13.3	135	11	£21395
1.0TcE (90) Techno	47.9	13.3	134	11	£23095
1.6E-Tech (145) auto Evolution	61.4	10.6	105	16	£24695
1.6E-Tech (145) auto Techno	61.4	10.6	104	16	£26395
1.6E-Tech (145) auto EspritAlpine	60.1	10.6	105	16	£28095
Arkana - 4568x1821mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.6E-Tech hyb (145) at Evolution	60.1	10.8	105	15	£27395
1.6E-Tech hyb (145) auto Techno	60.1	10.8	107	16	£29395
1.6E-Tech hyb (145) at EspritAlpine	58.9	10.8	110	17	£31695
Symbioz - 4413x1797mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.6E-Tech hyb (145) auto Techno	61.4	10.6	104	16	£29295
1.6E-Tech hyb (145) at Techno Alp	61.4	10.6	105	17	£31295
1.6E-Tech hyb (145) at Iconic Alp	60.1	10.6	106	17	£33295
Scenic E-Tech - 4470x1864mm Euro NCAP: ★★★★★ Driver Power: N/A					
60kWh (170) auto Techno	260	8.6	0	28	£37495
87kWh (220) auto Techno	379	7.9	0	32	£40995
87kWh (220) auto EspritAlpine	372	7.9	0	32	£43495
87kWh (220) auto Iconic	369	7.9	0	32	£45495
Austral - 4510x1825mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.2E-Tech hyb (200) at Techno	60.1	8.4	105	21	£34695
1.2E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2E-Tech hyb (200) at Iconic Alp	60.1	8.4	107	23	£38695
Rafale - 4710x1866mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.2E-Tech hyb (200) auto Techno	60.1	8.6	106	29	£38195
1.2E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2E-Tec PHEV (300) at Atelier Alp	403.5	6.4	15	39	£49695
ROLLS-ROYCE					
Dealers: 6 Warranty: 4yrs/unlimited mls					
Cullinan - 5341x2164mm Euro NCAP: ★★★★★ Driver Power: N/A					
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000
Ghost - 5545-5715x2148mm Euro NCAP: ★★★★★ Driver Power: N/A					
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000
Phantom - 5762-5982x2018mm Euro NCAP: ★★★★★ Driver Power: N/A					
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000
Spectre - 5475x1996mm Euro NCAP: ★★★★★ Driver Power: N/A					
120kWh (577) auto	323	4.5	0	50	£332000
SEAT					
Dealers: 128 Warranty: 3yrs/60000 mls					
Ibiza - 4059x1780mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.0TSI (95) SE	55.4	11.0	117	11	£19725
1.0TSI (95) FR	52.3	11.0	123	12	£22105
1.0TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0TSI (115) FR	51.4	9.7	124	15	£22520
1.0TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0TSI (115) auto Xcellence	50.4	9.9	126	15	£23655
SE Technology: add £1070 to SE					
FR Sport: add £915 to FR					
Xcellence Lux: add £1250 to Xcellence Anniversary					
Edition: add £955 to FR Sport					
Leon - 4368x1991mm Euro NCAP: ★★★★★ Driver Power: N/A					
1.5TSI (115) SE	50.4	10.4	128	14	£24250
1.5TSI (115) FR	48.7	10.4	131	14	£27785
1.5eTSI (115) auto SE	53.3	10.4	120	14	£22085
1.5eTSI (115) auto FR	52.3	10.4	123	15	£23025
1.5TSI (150) FR	48.7	8.7	131	19	£29365
1.5eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0TDI (115) SE	62.8	8.7	119	19	£27190
2.0TDI (150) FR	58.9	8.7	127	19	£31420
Leon ST Estate: add £1480					
SE Dynamic: add £1680 to SE					
FR Sport: add £1915 to FR (not 1.0 TSI manual)					
Arona - 4138x1780mm Euro NCAP: ★★★★★ Driver Power: 26th					
1.0TSI (95) S	49.6	11.3	129	10	£19995
1.0TSI (95) SE	51.4	11.3	124	10	£22460
1.0TSI (115) FR	52.3	10.0	124	14	£25875
1.0TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5TSI (150) auto FR	49.6	8.4	129	18	£27240
SE Technology: add £1065 to SE					
FR Sport: add £1170 to FR Xperience					
Lux: add £1665 to Xperience					
Ateca - 4381x1841mm					

Euro NCAP: ★★★★★ Driver Power: 14th					
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505
SE Technology: add £875 to SE					
FR Sport: add £2545 to FR Xperience					
Lux: add £3285 to Xperience					
SERES					
Dealers: TBC Warranty: 5 yrs/75000 mls					
Seres 3 - 4385x1850mm					
Euro NCAP: N/A Driver Power: N/A					
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995
SKODA					
Dealers: 135 Warranty: 3yrs/60000 mls					
Fabia - 4108x1780mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780
Scala - 4362x1793mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605
SE L Edition: add £1800 to SE Edition					
Octavia - 4698x1829mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	N/A	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	N/A	£35775
Octavia Estate - 4698x1829mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	N/A	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	N/A	£36805
Superb - 4912x1849mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740
Superb Estate - 4902x1849mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI IV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI IV (204) auto SE L	682.8	8.1	9	30	£44620
1.5 TSI IV (204) auto L&K	735.7	8.1	9	30	£49540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TSI e-Tec (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040
Kamij - 4241x1793mm					
Euro NCAP: ★★★★★ Driver Power: 40th					
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.3	8.3	129	19	£29465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130
Monte Carlo Edition: add £2100 to SE L Edition					
Euro NCAP: N/A Driver Power: N/A					
Elroq - 4488x1884mm					
Euro NCAP: N/A Driver Power: N/A					
55kWh (170) auto 50 SE	232	8.7	0	N/A	£31505

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VWT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VWT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130
1.5 VWT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VWT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VWT-i Hybrid (116) at AWD Excel	55.3	11.8	115	12	£32925
C-HR - 4362x1832mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.8 VWT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VWT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VWT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VWT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VWT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VWT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VWT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540
b24X - 4690x1860mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810
Vision: add £3600 to Motion					
RAV4 - 4600x1855mm					
Euro NCAP: ★★★★★ Driver Power: 4th					
2.5 VWT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VWT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VWT-i PHV (306) at Design AWD	282.4	6.0	22	28	£44175
Excel: add £2985 to Design (not PHEV) GR Sport: add £4545 to Hybrid Design AWD, add £4815 to PHEV Design					
Land Cruiser - 4925x1980mm					
Euro NCAP: N/A Driver Power: N/A					
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995
Hilux - 5325x1855-1900mm					
Euro NCAP: ★★★ Driver Power: N/A					
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49150
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940
VAUXHALL					
Dealers: 338 Warranty: 3yrs/60000 mls					
Corso - 4055x1765mm					
Euro NCAP: ★★★★ Driver Power: 48th					
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (100) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (100) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (136) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625
Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric					
Astra - 4374x1860mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (136) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (136) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	34	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240
Sports Tourer estate: add £2200 Ultimate: add £1115 to GS 1.2T/ PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric					
Combo Life Electric - 4403-4753x1921mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595
Vivaro Life Electric - 4956-5306x1920mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
49kWh (136) auto Kombi	84	14.3	0	36	£37145
49kWh (136) auto XL Kombi	84	14.3	0	36	£43725
75kWh (136) auto Kombi	133	14.3	0	36	£43725
75kWh (136) auto XL Kombi	133	14.3	0	36	£48795
Design: add £5605 to 75kWh Kombi Ultimate: add £5325 to Design					
Crossland - 4212x1765mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.2 Turbo (110) Ultimate	47.9	10.5	134	16	£28205
1.2 Turbo (130) auto Ultimate	46.3	9.9	144	19	£30345
Mokka - 4151x1791mm					
Euro NCAP: N/A Driver Power: 34th					
1.2 Turbo (136) Design	49.5	8.9	129	N/A	£24705
1.2 Turbo (136) GS	49.5	8.9	129	N/A	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	N/A	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	N/A	£27505
1.2 Hybrid (136) auto Design	58.8	8.2	108	N/A	£27305
1.2 Hybrid (136) auto GS	57.6	8.2	110	N/A	£28505
54kWh (156) Design	249	9.0	0	N/A	£33245
54kWh (156) GS	250	9.0	0	N/A	£35905
Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric					

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Grandland - 4477x1856mm					
Euro NCAP: ★★★★★ Driver Power: 23rd					
1.2 Hybrid (136) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (136) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (213) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195
VOLKSWAGEN					
Dealers: 223 Warranty: 3yrs/60000 mls					
Polo - 4074x1751mm					
Euro NCAP: ★★★★★ Driver Power: 41st					
1.0 (80) Life	52.8	15.6	122	1	£20975
1.0 TSI (95) Life	54.4	10.8	118	8	£21915
1.0 TSI (95) R-Line	54.0	10.8	119	11	£24315
1.0 TSI (95) auto Life	52.8	11.5	122	8	£23350
1.0 TSI (95) auto R-Line	52.1	11.5	123	11	£25750
1.0 TSI (115) auto R-Line	52.2	9.8	123	11	£26975
2.0 TSI (207) auto GTI	43.2	6.5	149	23	£30195
Match: add £690 to 1.0 TSI Life Style: add £2400 to 1.0 TSI (95) Life					
Golf - 4284x1789mm					
Euro NCAP: ★★★★★ Driver Power: 50th					
1.5 TSI (115) Life	53.1	9.9	121	17	£27420
1.5 TSI (115) Match	51.9	9.9	124	17	£27595
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£30660
1.5 TSI (150) Match	51.0	8.6	126	21	£28735
1.5 eTSI (150) auto Match	53.1	8.4	121	22	£30325
1.5 TSI PHEV (204) auto Style	993.3	7.2	6	27	£37135
1.5 TSI PHEV (272) auto GTE	795.6	6.6	8	30	£40300
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£39400
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£42155
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£43895
2.0 TDI (115) Match	63.5	10.2	115	19	£29390
2.0 TDI (150) auto R-Line	60.5	8.0	123	24	£34110
Style: add £1475 to Match R-Line: add £1435 to Match					
Golf Estate - 4633x1789mm					
Euro NCAP: ★★★★★ Driver Power: 50th					
1.5 TSI (115) Life	52.5	10.2	123	17	£28820
1.5 eTSI (115) auto Life	53.9	10.3	120	17	£30410
1.5 TSI (150) Life	51.5	8.8	125	21	£29950
1.5 TSI (150) Style	50.2	8.8	128	22	£31610
1.5 eTSI (150) auto Life	53.6	8.6	120	22	£31540
1.5 eTSI (150) auto Style	52.3	8.6	123	23	£32320
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£45295
2.0 TDI (115) Life	64.3	10.5	115	19	£30615
2.0 TDI (150) auto Style	58.8	8.4	126	24	£35005
R-Line: add £500 to Style					
ID.3 - 4261x1809mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
58kWh (204) auto Pro Essential	269	7.6	0	26	£35700
58kWh (204) auto Pro Match	268	7.6	0	26	£36560
77kWh (204) auto Pro S Essential	346	8.2	0	26	£39190
77kWh (204) auto Pro S Match	345	8.2	0	28	£40050
79kWh (326) auto GTX Performance	369	5.7	0	34	£45225
Passat Estate - 4917x1849mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 eTSI (150) auto Life	51.8	9.2	124	25	£38505
1.5 eTSI (150) auto Elegance	51.5	9.2	125	26	£41600
1.5 eTSI (150) auto R-Line	50.0	9.2	129	26	£42850
1.5 TSI PHEV (204) auto Life	755.1	8.1	9	30	£44105
1.5 TSI PHEV (204) auto Elegance	731.1	8.1	9	32	£47200
1.5 TSI PHEV (204) auto R-Line	727.6	8.1	9	32	£48450
1.5 TSI PHEV (272) auto Elegance	723.8	7.1	9	34	£49920
1.5 TSI PHEV (272) auto R-Line	694.6	7.1	9	34	£51170
ID.7 - 4961x1862mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
77kWh (286) auto Pro Match	381	6.5	0	N/A	£51550
86kWh (286) auto Pro S Match	436	6.6	0	N/A	£55450
86kWh (340) auto 4MOTION GTX	365	5.4	0	N/A	£61980
ID.7 Tourer - 4961x1862mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
77kWh (286) auto Pro Match	373	6.6	0	N/A	£52240
86kWh (286) auto Pro S Match	424	6.7	0	N/A	£56140
86kWh (340) auto 4MOTION GTX	359	5.5	0	N/A	£62670
Toucan - 4527x1829mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 TSI (150) SE Family	44.0	8.9	146	18	£37670
1.5 TSI (150) SEL	44.7	8.9	144	18	£38310
1.5 TSI (150) SE Family	42.8	8.9	150	18	£38970
1.5 TSI (150) auto SEL	43.6	8.9	148	18	£39610
Match: add £1095 to SE Family R-Line: add £1480 to SEL					
ID. Buzz - 4962-4712x1985mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
79kWh (286) auto Life SWB	283	7.6	0	37	£59035
79kWh (286) auto Style SWB	277	7.6	0	40	£63835
79kWh (340) auto 4MOTION GTX SWB	255	6.1	0	42	£67435
86kWh (286) auto Life LWB	293	7.9	0	37	£59395
86kWh (286) auto Style LWB	286	7.9	0	40	£64195
86kWh (340) auto 4MOTION GTX LWB	282	6.4	0	42	£67795
Six seats: add £150 to SWB Seven seats: add £150 to LWB					
Caddy - 4500-4853x1855mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
1.5 TSI (116) SWB	43.5	11.9	149	8	£28345
1.5 TSI (116) California SWB	42.2	11.9	153	8	£36635
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£38987
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£37891
2.0 TDI (102) SWB	53.3	13.5	140	9	£30059
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£32927
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£33619
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£36487
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364
Maxi: add £1003-£1378 to SWB					
Multivan - 4973-5173x1941mm					
Euro NCAP: ★★★★★ Driver Power: N/A					
2.0 TSI (204) auto Style	31.7	9.0	202	36	£63121
2.0 TSI (204) auto Style Long	31.7	9.0	203	36	£64561
2.0 TDI (150) auto Life	43.8	11.6	169	36	£68372



I'M more convinced than ever that the proposed 2030 ban on the sale of new ICE-powered cars can't and won't happen. The idea that these in-demand, factory-fresh personal mobility machines will be officially classed as illegal at the stroke of midnight on December 31, 2029 is for the birds.

It's a half-baked idea that most makers, retailers and consumers didn't ask for and don't want. But if today's car-clueless, motorist-bashing Government (or even the as-yet-unknown next one to be elected by summer '29) still believes otherwise, I invite it to hold a referendum. It has the names and addresses of Britain's circa 40 million driving licence holders, so just ask them the most important question of their driving lives: do they want new cars with internal combustion engines to be banned in 2030?

But before they pose that long-overdue question, I'm urging our political 'leaders' to look at some of the most recent credible, respected and independent survey results that spell out what car users want, not what politicians think we should or shouldn't have.

In Europe, just 20 per cent of non-electric car buyers see themselves buying an EV in the next five years, according to this winter's huge study from Accenture. Shockingly, it says that such consumers don't expect pure-electric models to be their main car-purchase option until 2048 – 18 years after the proposed date for the UK to dump new ICE cars.

Equally shocking is that German customers, who know and understand a bit about consumer choice, cars, engineering and all things technical, are the most reluctant EV buyers in the EU, according to the authors of the study, who rightly concede that the anticipated surge in pure-electric car sales has been frustratingly elusive. Also, they're pleading with makers to improve the retail prices, reliability and range of their EVs.

Closer to home, a new survey from AA Cars says that 54 per cent of drivers want a greener vehicle in 2025. Of those, 30 per cent mentioned mild hybrids, which is no surprise because – as I've long argued – they hit the sweet spot for cost, convenience and green-ish credentials. Generally more expensive plug-in hybrids were sought by 14 per cent, while even pricier pure-electric models were preferred by only 10 per cent.

In the showrooms and in surveys, consumers are clearly stating that while they have no issue with EVs as fringe products that will slowly and naturally grow in popularity, for now they overwhelmingly want their mainstream models to be hybrids or pure petrol.

So will the current Government stick with its out-of-touch 'ban new ICE cars' policy in the '29 General Election? Maybe before it answers that question, it should note that, according to a recent Telegraph poll, a new party (Reform) has overtaken Labour – partly because it does not intend to prohibit the sale of such vehicles in 2030.

**"I'M URGING OUR
POLITICAL LEADERS
TO LOOK AT SOME
RECENT SURVEYS
THAT SPELL OUT
WHAT CAR USERS
WANT, NOT WHAT
POLITICIANS THINK
WE SHOULD HAVE"**

**MIKE
RUTHERFORD**

facebook.com/autoexpress [@autoexpress](https://twitter.com/autoexpress)

**MOTORING'S
MOST OUTSPOKEN
COLUMNIST AND
FOUNDING MEMBER
OF AUTO EXPRESS**

AUTO EXPRESS NEXT ISSUE

ON SALE Weds 26 Feb

DRIVEN



Verdict on Ferrari 12Cilindri Spider

Is new open-top supercar as good as its hard-top brother? We reveal all

FEATURE



Tech secrets of the new BMW 3 Series

We take a good look under the skin of BMW's upcoming executive saloon

TESTED



New Kia EV6 takes on Skoda Enyaq

All-electric Korean family car goes head to head with Czech challenger

www.autoexpress.co.uk

GYEON
GAME
CHANGERS

2015 ↘

**FIRST-EVER USE OF THE
INNOVATIVE DOUBLE
TWIST FIBRES IN THE
CAR CARE INDUSTRY!**

This is the first-ever drying towel that is so slick, soft, and absorbent at the same time! Q²M SilkDryer EVO has edges reduced to an absolute minimum to make the towel even more functional and safer on complex-shaped panels of your car.



DURABLE



SAFE ON ALL
SURFACE



HIGH
ABSORBENT



All GYEON world's
first formulations
unveiled at >



GYEON®

NEW TAVASCAN

100% ELECTRIC



CUPRA

For the daring few. The new CUPRA Tavascan is here to redefine performance with its bold, unconventional design and state-of-the-art technology. Our first all-electric SUV coupé, crafted for those who defy the ordinary.

Maximum range on a full charge for a CUPRA Tavascan is 298.9 - 353.6 miles (official test WLTP figures) depending on the trim. Official fuel consumption for the Tavascan mpg (litres/100km) combined: N/A. Combined CO₂ emissions: 0g/km. Test data obtained under standardised conditions after the battery had been fully charged (to 100%). The Tavascan is a battery electric vehicle requiring mains electricity for charging. Figures shown are for comparability purposes and may vary by trim. Only compare fuel consumption, CO₂ and electric range figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the starting charge of the battery, accessories fitted (post-registration), variations in weather, driving styles, route conditions, speed, vehicle and battery age and vehicle load. Zero emissions while driving. Data correct at December 2024.